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MARCH 24TH, 1925

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TIME-TABLE.

WEEK DAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	8.40	8.15	10.30	10.15	12.00	11.45	1.35	1.10
Yau Ma Tei	8.50	8.25	10.40	10.25	12.10	11.55	1.45	1.20
Shatin	9.00	8.35	10.50	10.35	12.20	12.05	1.55	1.30
Tai Po	9.10	8.45	11.00	10.45	12.30	12.15	2.05	1.40
Tai Po Market	9.20	8.55	11.10	10.55	12.40	12.25	2.15	1.50
Fanning	9.30	9.05	11.20	11.05	12.50	12.35	2.25	2.00
Shenaghai	9.40	9.15	11.30	11.15	1.00	12.45	2.35	2.10
Shumchun	9.50	9.25	11.40	11.25	1.10	1.00	2.45	2.20

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shumchun	1.50	1.25	3.40	3.25	5.30	5.15	7.20	7.05
Shenaghai	2.00	1.35	3.50	3.35	5.40	5.25	7.30	7.15
Fanning	2.10	1.45	4.00	3.45	5.50	5.35	7.40	7.25
Tai Po Market	2.20	1.55	4.10	3.55	6.00	5.45	7.50	7.35
Tai Po	2.30	2.05	4.20	4.05	6.10	5.55	8.00	7.45
Shatin	2.40	2.15	4.30	4.15	6.20	6.05	8.10	7.55
Yau Ma Tei	2.50	2.25	4.40	4.25	6.30	6.15	8.20	8.05
Kowloon	3.00	2.35	4.50	4.35	6.40	6.25	8.30	8.15

SUNDAYS AND PUBLIC HOLIDAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	8.40	8.15	10.30	10.15	12.00	11.45	1.35	1.10
Yau Ma Tei	8.50	8.25	10.40	10.25	12.10	11.55	1.45	1.20
Shatin	9.00	8.35	10.50	10.35	12.20	12.05	1.55	1.30
Tai Po	9.10	8.45	11.00	10.45	12.30	12.15	2.05	1.40
Tai Po Market	9.20	8.55	11.10	10.55	12.40	12.25	2.15	1.50
Fanning	9.30	9.05	11.20	11.05	12.50	12.35	2.25	2.00
Shenaghai	9.40	9.15	11.30	11.15	1.00	12.45	2.35	2.10
Shumchun	9.50	9.25	11.40	11.25	1.10	1.00	2.45	2.20

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shumchun	1.50	1.25	3.40	3.25	5.30	5.15	7.20	7.05
Shenaghai	2.00	1.35	3.50	3.35	5.40	5.25	7.30	7.15
Fanning	2.10	1.45	4.00	3.45	5.50	5.35	7.40	7.25
Tai Po Market	2.20	1.55	4.10	3.55	6.00	5.45	7.50	7.35
Tai Po	2.30	2.05	4.20	4.05	6.10	5.55	8.00	7.45
Shatin	2.40	2.15	4.30	4.15	6.20	6.05	8.10	7.55
Yau Ma Tei	2.50	2.25	4.40	4.25	6.30	6.15	8.20	8.05
Kowloon	3.00	2.35	4.50	4.35	6.40	6.25	8.30	8.15

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shatin	8.40	8.15	10.30	10.15	12.00	11.45	1.35	1.10
Yau Ma Tei	8.50	8.25	10.40	10.25	12.10	11.55	1.45	1.20
Shumchun	9.00	8.35	10.50	10.35	12.20	12.05	1.55	1.30
Tai Po	9.10	8.45	11.00	10.45	12.30	12.15	2.05	1.40
Tai Po Market	9.20	8.55	11.10	10.55	12.40	12.25	2.15	1.50
Fanning	9.30	9.05	11.20	11.05	12.50	12.35	2.25	2.00
Shenaghai	9.40	9.15	11.30	11.15	1.00	12.45	2.35	2.10
Shumchun	9.50	9.25	11.40	11.25	1.10	1.00	2.45	2.20

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shatin	8.40	8.15	10.30	10.15	12.00	11.45	1.35	1.10
Yau Ma Tei	8.50	8.25	10.40	10.25	12.10	11.55	1.45	1.20
Shumchun	9.00	8.35	10.50	10.35	12.20	12.05	1.55	1.30
Tai Po	9.10	8.45	11.00	10.45	12.30	12.15	2.05	1.40
Tai Po Market	9.20	8.55	11.10	10.55	12.40	12.25	2.15	1.50
Fanning	9.30	9.05	11.20	11.05	12.50	12.35	2.25	2.00
Shenaghai	9.40	9.15	11.30	11.15	1.00	12.45	2.35	2.10
Shumchun	9.50	9.25	11.40	11.25	1.10	1.00	2.45	2.20

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THE GOOD SHIP "DOLUS". A NEW INVENTION COMES TO HONGKONG.

(Contributed)

Almost unknown to the general public in Hongkong there was lying in the harbour, on Saturday and Sunday, a ship with an entirely new type of propelling machinery. It was, to all external appearances, just an ordinary vessel of the Blue Funnel line. We are so used to seeing Blue Funnel ships in the harbour of Hongkong that we are not surprised when we see one arrive or depart. We should think that there was something wrong with the harbour if, at any time, we failed to find one of the steamers owned by Messrs. Alfred Holt & Co., in port.

This ship, the *Dolus*, which has completed voyages of many thousands of miles, may be regarded as a great experiment. Too much praise cannot be given to those who had the courage to fit her out and send her machinery to the acid test of the hard wear and tear of long voyages at sea.

The propelling machinery consists of a combination of oil engines and steam engines. Now both oil engines and steam engines have been used, separately, for the propulsion of vessels at sea. The "Scott-Still" engine of this vessel is novel because heat from the oil engines, which formerly had always been wasted, is in the "Scott-Still" system, utilised for the production of steam, and the steam is used in the steam engines so as to assist in the propulsion of the ship.

It is another example of the ingenuity of the inventor, striving to make use of what had previously been wasted. That idea has been behind so many of the new inventions; what were called "waste products" are now commercial assets of great value. In the manufacture of coal gas, for example, the waste products of early days are now used for various purposes and produce, in some cases, a revenue exceeding that obtained by the sale of the gas.

WHY IT PAYS.

It is difficult to explain technical details without using technical terms. However, the main principles of the various ideas which are now being "tried out" at sea are not hard to understand. Most people know that the ordinary cargo and passenger ship is propelled by steam engines. They have heard that the *Empress* and other large passenger boats are fitted with steam turbines. In all these ships the agent, which carries the required heat to the engine is steam. Until the last few years steam was always formed in boilers by using the heat given out when coal is burnt. A feature of recent developments in marine work has been the use of what is called "fuel oil". It is a thick, rather treacly-looking liquid which can be pumped into tanks in the ship. In general it can be much more easily handled than coal. It can be used instead of coal for boilers. Unfortunately, ordinary steam engines (and steam turbines) waste a great deal of the heat given out by the burning of coal or fuel oil. A ship of the size of a China coaster, such as a China Navigation or Indo-China vessel, has machinery which converts into useful work only about thirteen per cent. of the heat given out by the coal. If we could so arrange matters that the ship's machinery would convert twenty-six per cent. of the heat given out by the coal into useful work, then the amount of coal used each day would be halved. It takes about 32 tons of coal per day to propel a fairly small cargo steamer with engines of 2,000 horse power. To halve that coal consumption is an obvious advantage.

Experience has demonstrated that if steam turbines are used on such a ship, the amount of heat converted into work is greater, and may even be as much as twenty per cent. In which case the amount of coal used per day might be lowered to about 20 tons. With oil fired boilers the result would be better. After nearly a hundred years of experience with the ordinary steam engine, two new developments arrived at the stage of practical machines. The faithful old reciprocating steam engine, which was the first machine to lift man up from the necessity of using muscular energy for the performance of work, was face to face with new competitors. They were the steam turbine and the gas engine.

The gas engine quickly demonstrated that it was able to produce more work for a pound of coal than had ever been done by the steam engine. Inventors soon began to think about oil as a substitute for gas. In about 1897 the engine using petrol as a fuel was made a commercial success. That engine made possible the modern motor-car and the aeroplane.

After many attempts with fuel oil, which is much cheaper than petrol, or even kerosene, a man named Diesel produced a remarkable engine which was a commercial success. It used the fuel oil in the engine cylinder and it converted more than thirty per cent. of the heat in the fuel oil into useful work.

A Diesel oil engine fitted to a ship the size of the one using 32 tons of coal per day, with an ordinary steam engine, used not more than 16 tons of oil per day. That was a fact that could not be disputed and it gave ship owners furiously to think.

Fuel consumption is a most important factor on a voyage, but it is not everything. Reliability and cost of repairs must be taken into account. In the Royal Navy they can do many expensive "sums" that no commercial man can consider. It is only fair to add that the expensive "sums" arranged by the British Admiralty have often proved themselves of great value to the mercantile marine. The enterprise, and the financial resources, of the British Admiralty in connection with the development of the marine oil engine has helped to make a success of that machine which converts heat into power, and so efficiently.

(Continued on next column).

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THE SCOTT-STILL ENGINE.

The Blue Funnel good ship *Dolus* has an arrangement of oil and steam engines which is said to give a lower fuel consumption than that obtained with Diesel engines. Sir Westcott Abel, of Lloyds, says that the "Scott-still" engine ships use seven and a half tons of fuel oil a day as against eight tons used by the same size of ship fitted with Diesel engines. It must be confessed that there seems to be a great deal of mystery about it.

It seems doubtful whether there can be much further improvement in fuel economy of marine engines, unless there is some altogether unexpected new invention which does not use either coal or oil. The "Scott-still" engine is still in the experimental stage—or rather is still being tested as a commercial proposition—and, ingenious as is the work of the designer, it may not survive. On the other hand, one has high hopes that it will prove a commercial success, for courage and enterprise deserve to reap rich rewards.

The advantages of reduced bunker space, and increased cargo space, as well as the easier handling of the fuel, makes it almost certain that fuel oil will be used more and more as a source of energy for ships. The only trouble is that connected with the price of fuel oil, a great demand usually means an increase in price of such a commodity. It is generally known that the ship-building industry of Great Britain is in need of orders for new ships. Nothing would stimulate the industry so much as the success of new inventions, such as the "Scott-still" engine. We may therefore wish the good ship *Dolus* great success. She is an adventure carried out in the fine old style of the merchant adventurers of England, who opened up trade with the Far East in the days of the seventeenth, eighteenth and nineteenth centuries. It is indeed encouraging to have evidence that the red ensign is today a symbol of adventure. To the inventor, the makers of the machinery, the shipowners and the engineers who have had the anxiety of the trials, success will be the only fitting reward. May it come as a result of their enterprise and great ability.

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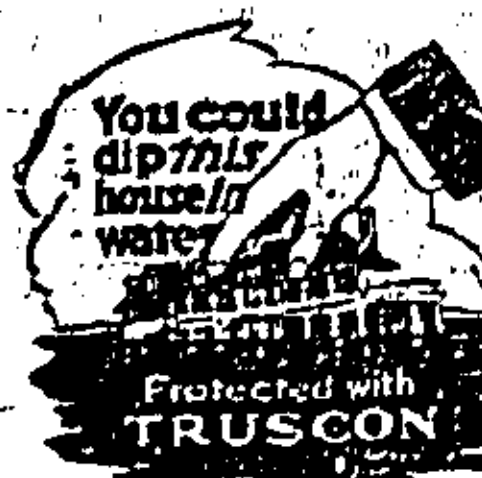
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Starting Wednesday, March 25th,
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"SWISH"

A Farical Fantasy of Fun,
Entirely New to Hongkong.

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PIERROT PIE

A Comedy Salad with Musical Dressing,
Specially Served. One continuous roar of laughter.

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CONTRACT SIGNED ... 17th Dec., 1924
FOUNDATIONS STARTED ... 23rd Dec., 1924
FOUNDATIONS COMPLETED ... 23rd Feb., 1925
(Time—53 Actual Working Days)

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CHILD LABOUR IN CHINA.

MANCHESTER CHAMBER OF
COMMERCE ACTION.

The China and Far East section of the Manchester Chamber of Commerce have taken action on the question of child labour in China recently brought to the notice of Manchester business men by Miss Agatha Harrison who was a member of the Commission on Child Labour appointed by the Shanghai Municipal Council.

Mr. J. Rankine Finlayson, the chairman, explained that the next ratepayers' meeting of the Foreign Settlement in Shanghai would take place in April. It was only after the ratepayers had agreed by a two-thirds majority to remedial action, that it was within the power of the Council to pass by-laws. Such by-laws must, he understood, receive the unanimous consent of the seventeen or so Powers which had extrajurisdictional rights. It was desirable that all the influence possible from public opinion in Shanghai and from England should be used to encourage the Council to remedy the existing evils.

The China and Far East section executive have, therefore, sent the following cable to the British Chamber of Commerce, Shanghai:—Our China executive having carefully considered reports, hope you will be able very strongly to urge the Council to adopt at an early date their Commission's recommendations.

A note appended to the official report of these proceedings reads:—We are sure the Council of the Foreign Settlement in Shanghai would welcome the mandate from the ratepayers to insist on better conditions in mills, though it should be realised that it may drive certain industries out of the settlement. We do not think this will prevent them setting the same example of progress to the rest of China in this matter as hitherto they have done in nearly every question of decency and civilisation.

FAR EASTERN TRADE.

TRADE MARKS IN CHINA AND JAPAN.

A circular addressed to its members by the London Chamber of Commerce on February 17th contains the announcement that members concerned in trade with China and Japan are advised that files of the Chinese and Japanese Trade Marks Journal are available at the offices of the Chamber for their examination. There appear, the circular continues, to be numerous instances where marks and designs similar to those of British manufacturers have been lodged. Members likely to be interested should examine these files in order to ascertain whether any of their marks or designs are being infringed. The Chinese Trade Marks Journal is in the English language, whilst the Japanese Journal is printed in Japanese characters. Both contain illustrations of the marks submitted for registration.

It is understood that opposition to trade marks applications have to be filed within two months of their publication in the Chinese and Japanese Trade Marks Journal.

COMPANY REPORT.

BENGUET CONSOLIDATED
MINING CO.

Messrs. Moxon & Taylor's Manila agents advise them that the Benguet Consolidated Mining Co. will pay an extra dividend of 5 centavos in addition to the regular quarterly dividend of 10 centavos making a total of 15 centavos on March 31st, 1925.

HONGKONG SHARE MARKET.

CLOSING QUOTATIONS.

MARCH 23rd, 1925.

Hongkong and Shanghai Bank	\$1,230.00
Canton Insurance	\$740.00
Union Insurance	\$360.00
Hongkong Fire Insurance	\$700.00
Douglas Steamships	\$48.00
H.K. & C. M. Steamships	\$38.00
"Star" Funnies	\$38.00
China Segway	\$48.00
Langkat (unlisted)	\$25.00
Kowloon Wharves	\$192.00
Whampoa Docks	\$118.00
Shanghai Docks	\$126.00
Hongkong Wharves	\$200.00
New Engineering	\$94.00
Hongkong Land	\$96.00
Hongkong Hotels	\$164.00
Hongkong Estates	\$204.00
Two Cotton Mills	\$11.90
Cement	\$304.00
Hongkong Ropes	\$34.00
China Provident	\$34.00
Dairy Farms	\$204.00
Watsons	\$22.00
Hongkong Electric	\$66.00
China Light	\$31.00
Hongkong Tram	\$37.00
Peak Tramways	\$23.00

—buys; —sells; —sales.

RECENT FINANCIAL SAYINGS.

I would like to see every industry paying the best possible wage to its workers that it can bear, but along with that there must be a fair day's work for a day's wage.—Lord Linlithgow.

Generally the world is producing more goods, there is fuller employment, there are higher standards of living, more assurance of economic stability for the future, and more promise of peace than we have seen for many years.—Mr. Herbert Hoover.



Valued Friends

Real friends, once made, never change, sir. Friends are rare and very valuable. They're like Kensitas, sir, always the same and never depreciate. That's why people always stick to Kensitas when once they try them. They have discovered that Kensitas are "as good as good cigarettes can be."

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Graeco Egyptian Tobacco Store,
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At 95 cents per tin of 50

Kensitas
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Summer Dresses,
Bathing Suits.

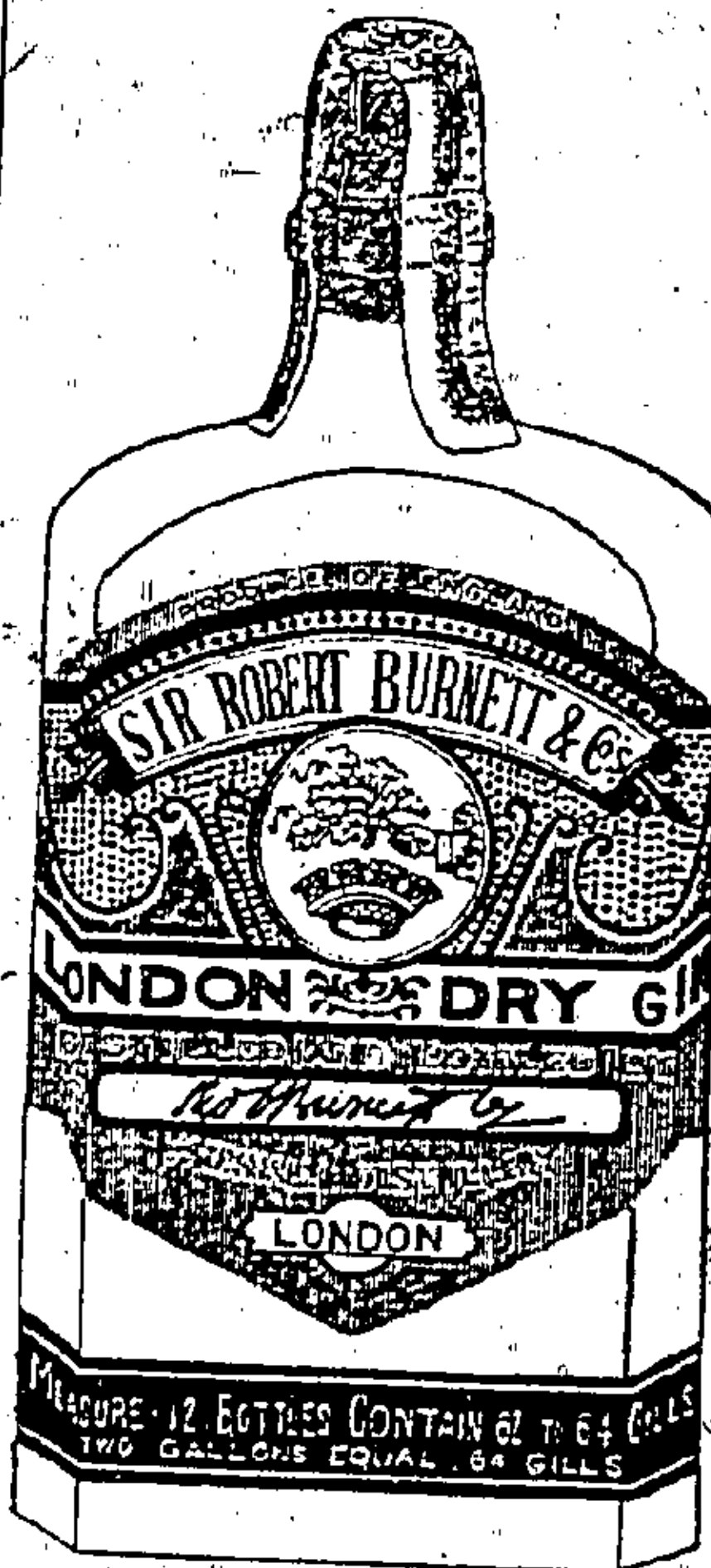
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PAULINE FREDERICK

with LEW CODY

WILLARD LOUIS, MARY CARR, PIERRE GENDRON

Directed by
ERNST LUBITSCH

WARNER BROS.
Cinema of the Screen

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LAST CHANCE TO SEE
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(AN UNIVERSAL SUPER JEWEL IN EIGHT REELS)
IT'S A ROMANCE OF CHARM—A DARING OF HARM AND IT'S
FULL OF THE KIND OF ADVENTURE THAT PLEASES EVERYBODY.
EVERYBODY AGREES IT'S THE BIG HIT.

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FINAL SHOW TO-DAY, 5.15 p.m. & 9.15 p.m.

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GOLD CAP

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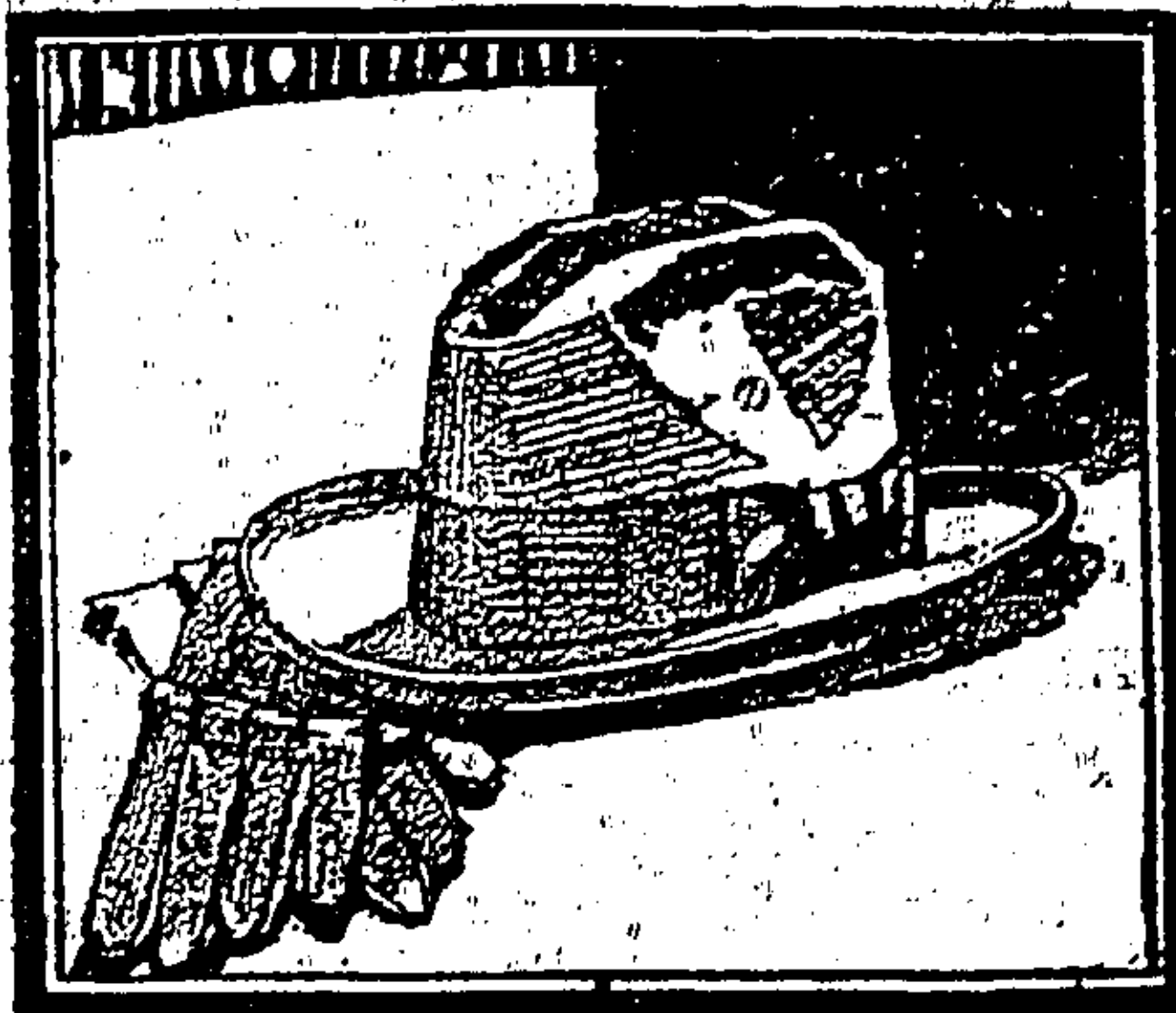
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YEE SANG FAT CO.

CRIMINAL SESSIONS.

(BEFORE THE CHIEF JUSTICE.)

MANSLAUGHTER CHARGE.

PRISONER ACQUITTED.

"At the Criminal Sessions yesterday, Yuen Kam was charged with the manslaughter of Chan Chui Kwong.

Mr. H. K. Holmes, Crown Solicitor, prosecuted, and prisoner was represented by Mr. H. S. Fitzroy.

The Crown Solicitor reviewed the facts of the case, and said that prisoner and deceased were cousins. They had lived together and worked together. On February 23rd, however, they had a quarrel, and deceased threw a hammer at the prisoner, who picked up a five-foot long pole and struck his cousin on the head. They swore at one another, but deceased did not show any signs of being seriously hurt. Later, however, deceased fainted, and the next day he died. A post-mortem disclosed a clot of blood pressing on the brain. Accused gave himself up to the Police.

Mr. Fitzroy put prisoner into the box, and Yuen Kam said that he picked up the pole to ward off the hammer, and if he struck deceased the blow was accidental.

The Jury returned a verdict of not guilty, and prisoner was discharged.

(BEFORE THE PRISSE JUDGE.)

POSED AS POLICEMAN.

A Chinese alleged to have posed as a police officer searching for illicit goods in sampans, and who it was stated got \$144 as a result, was sentenced to seven years' hard labour.

Mr. T. S. Whyte-Smith, who presided for the Crown Solicitor, said that on January 22nd, two men who said they were police officers visited a sampan at Mongkok, and declared they were searching for opium. The Master of the junk had \$144 on his person and this was taken from him, and the two men left the sampan. Later, prisoner was recognised by one of the women on the sampan. Prisoner, when charged, said that he went aboard the sampan in search of arms.

The Jury found prisoner guilty, and Mr. Justice Gompertz passed sentence of seven years.

"THE GONDOLIERS."

The third of the seven performances of "The Gondoliers," being given by the Hongkong Philharmonic Society, was presented yesterday evening at the Theatre Royal. Despite the weather, there was again an excellent attendance and the large audience was just as enthusiastic as on the two previous nights. Those taking part in the opera were received with a spontaneity that was thoroughly sincere, and it was evident that the audience thoroughly enjoyed the presentation. At the fall of the final curtain the applause was long and hearty and tangible tributes of the appreciation were evidenced by the flowers that were passed up to the ladies of the cast.

RARE WORK OF ART.

A FEAST FOR CONNOISSEURS.

The establishment of Messrs. Komor and Komor, Art and Curia Experts, Alexandra Building, is a veritable palace of delight for lovers of art, and connoisseurs of rare curios.

Commencing yesterday and extending over a period of ten days, an art exhibition, open from 10 a.m. to 6 p.m. each day, is being held. The big feature of the exhibition is a very fine collection of Old Japan prints, paintings and pictures by Kiyomasa, Toyokuni, Hiroshige, Hokusai and others among the foremost Masters of Japan. The collection has been brought here by Mr. K. Hayashi. In addition there is a wonderful assortment of ivory and wood carvings, gold lacquered boxes, Inros and a few ceremonial coats (Hori). Prices range from the moderate sum of 50 cents, for the prints, up to \$2,000, and there is certainly something of interest to be secured from the exhibition that will come within the reach of all pockets. A ticket is affixed giving the price in plain figures.

Altogether there are about five thousand pictures in the exhibition, and they are in fine state of preservation. Especially is this so in the case of the very old and rare works. It would be impossible to do full justice to the display in words. It is essentially one which should be visited.

One very interesting picture depicts a Japanese lady resting in her garden after a bath. It is by Hiroshige, and is over 200 years old. Then there are 101 views, depicting scenes and life in Japan, by Hiroshige, and the story in colours of the 47 Ronin. There are also a number of very interesting primitive prints. Kiyomasa, one of the celebrated artists of Japan, has some fine pictures of 35 dancers; but two of the most valuable pictures of the collection are originals by Kiyomasa and Moronobu. The former's work comprises a "Samurai" (a nobleman) valued at \$2,000, and the latter is that of a noble lady, valued at \$1,000. Among the gems of the exhibition are fifty netsukis, all by celebrated artists, costing \$1,500 for the set; while another very wonderful item is a collection of twelve Inros (medicine boxes), in an exquisitely decorated gold lacquered inlaid case. This is priced at \$2,800. There are several other gold lacquered boxes to be seen, and a very interesting exhibit is that of a high priest's sceptre in the form of a lotus flower, which when opened discloses a Buddha on his throne. The cost of this is only \$35. Perhaps the oldest thing in the exhibition, and one of the most treasured, is a cake box beautifully decorated in black and gold lacquer work, which is said to be over 2,000 years old.

CHARGES AGAINST INDIAN. PRACTISING WITHOUT PERMIT AND POSSESSING POISONS.

Hakim Karim Bux, of 31, Haiphong Road and of the Indian Mosque, was brought up, on remand, before Mr. E. W. Hamilton, at the Kowloon Magistrate's Court, yesterday with having practised as a doctor without being registered, and with having in his possession a quantity of poisons which came under the Ordinance.

Mr. Whyte-Smith, Acting Crown Solicitor, appeared to prosecute, whilst Mr. E. Zeitlyn was for the defence.

An Indian servant of defendant's said with regard to the boxes, found on his master's premises, he had never seen them opened. People, who used to call on defendant, were those who came to pray in the mosque. He had never seen defendant giving them drugs. He did not know how his master earned his living.

Cross-examined by Mr. Zeitlyn, witness said that defendant was a man of some repute amongst the Indians in the Colony. On the day the Police raided defendant's rooms in the mosque, a friend of his master's had called and gone into his master's room, where he (witness) saw him in the act of closing one of the boxes. On being asked what he was doing, the man said he had been looking for beetle nuts to eat with some leaves he had in his possession. This friend was a customary visitor to his master's house.

His Worship said he would like to see this man, whereupon Counsel for the prosecution said it was the first time he had heard of him. Mr. Zeitlyn said he hoped to have the man as a witness.

An Indian Sergeant said that on being charged, defendant said he had tried to register his poisons and medicines, but could not do so. He, however, had kept them but had not used them.

ANALYST'S TESTIMONY.

Mr. E. R. Dorey, Government Analyst, said he had analysed the contents of several bottles handed to him by the police. Most of the bottles contained powders, from which he had extracted arsenic. From a bottle said to contain a mixture he had extracted a quantity of strychnine. He had also been given a small pot of opium containing 7.5 grammes. It was prepared opium and bore the seal of the Federated Malay States. Another bottle contained realgar which contained red sulphide of arsenic.

In answer to Mr. Zeitlyn, witness said the poisons came under the ordinance. He did not know what the various powders were, since all that concerned him was the extraction of poison. He admitted that there were arsenical medicines, and the vendors if found out were liable to prosecution. He did not think the purchaser was liable.

In response to Mr. Whyte-Smith, who said that the purchaser was also liable, witness said he had not heard of any such case. Inspector Dorling identified the instruments produced as those found on defendant's premises. Answering Mr. Zeitlyn as to whether he might be mistaken in saying that he found a box labelled Z.I. in the Mosque, and not in Haiphong Road, the Inspector said he was positive, and reiterated his assertion.

The hearing was adjourned until Thursday.

SHOP FOKI FINED.

SUSPICIOUS CONDUCT ON SHIP.

At the Marine Court yesterday, before Lieutenant-Commander C. F. Hole, R.N., a foki of the Wah Foong ship was charged with being on board the s.s. "Tianah" without permission of the master or owners.

The evidence showed that defendant was seen handling luggage and a searcher who became suspicious of the man took him to a Sergeant, thinking that he might be attempting to smuggle arms. This was found not to be the case, but as defendant had no permit to be on the vessel he was taken into custody and charged with the above offence.

For the defence, it was stated by Mr. Leo D'Almada that defendant forgot to take the card from his employers which entitled him to be on board the boat.

His Worship found defendant guilty of the offence and fined him \$10, or in default ten days' imprisonment.

LOCAL SPORT.

BILLIARD CHAMPIONSHIP.

CORPORAL BLONDEN WINS FIRST MATCH.

At the Victoria Recreation Club, last night, the first game in the competition for the Hongkong Billiard Championship of 1925 was played, the contestants being Corporal Blonden, R.E., and C.P.O. W. Cox.

The preliminary rounds are played in two sessions, the game being 800 up.

Last night Corporal Blonden ran out, when his opponent had only scored 512. The chief break was:

Blonden: 40, 19, 18, 21, 37, 21, 21, 19, 27, 21.

Cox: 25, 19, 21, 34.

The matches commence at 6 p.m. Admission to preliminaries is 50 cents for members; 25 cents for soldiers and sailors in uniform.

To-night the match is between S. C. Kwok and Lee Wing Yew.

NOW READY.

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AN "EXTREMELY USEFUL" BOOK.

Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:-

"Sir, I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of 'THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.', which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,

GODFREY THOMAS,
(Private Secretary)

The Managing-Editor,
HONGKONG DAILY PRESS, LTD.,
HONGKONG.

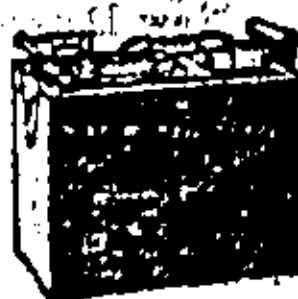


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THE HONGKONG & SHANGHAI HOTELS, LTD.

HONGKONG CHAMBER OF COMMERCE MEETING.

CHAIRMAN'S REVIEW OF THE YEAR'S WORK.

1924 THE MOST DISAPPOINTING TRADE YEAR IN LIVING MEMORY.

A TRIBUTE TO H.E. THE GOVERNOR.

The annual meeting of the Hongkong Chamber of Commerce took place yesterday afternoon at the City Hall, under the chairmanship of Mr. J. Owen Hughes.

CHAIRMAN'S SPEECH.

The Secretary having read the notice convening the meeting.

The Chairman said: Gentlemen,—The report which has been in your hands for some days gives such a clear, concise and interesting account of the Chamber's work during the past year that I am sure it will have received your special attention, so that it will not be necessary for me to detain you this afternoon with any long and detailed review, although it is no doubt expected that some comment should be made from this chair upon some of the more important matters which have come before the Committee. I am sure that members and all those who, in different parts of the world, receive the report of the Chamber will fully appreciate the improved method of its presentation, for which we are much indebted to the Secretary. By means of this summary the general convenience is served, and the cost of printing is substantially reduced, while at the same time the report contains much additional material of value both here and overseas.

I would emphasize the fact that any member who desires to consult the whole of the correspondence on any subject is always at liberty to do so at the office—except, of course, in the case of correspondence of a confidential nature to which free access is not always possible. In the report will be found a financial statement which, with your permission, we will take as read. It shows the Chamber to be in a satisfactory financial position with an increasing membership, amounting at the 31st December to 164 firms and 15 individual members. The only adverse circumstance is the continued deficit on the Chinese Language School, due to the regrettable lack of support received from the majority of local firms. A few years ago there was keen realization of the need for acquaintance with the Chinese language, but I am afraid there is a tendency nowadays to neglect this important study.

OBITUARY.

Reference will be found in the report to the lamented deaths of two permanent members of the Chamber, Mr. A. R. Lowe and Mr. A. G. Stephen. I shall be expressing the feelings of all members—and indeed of the whole community—in giving public expression to our sense of loss in their untimely demise. They were both men of wise counsel and great public spirit.

CONDITION OF TRADE.

It is expected that at this meeting something should be said as to the state of trade during the year under review. It may fairly be stated that 1924 has been notorious as the most disappointing year within living memory. The hopes expressed by my immediate predecessors have unfortunately not been realized and conditions in South China have gone from bad to worse, with inevitable reactions upon the prosperity of Hongkong. You will note from the summary of the trade statistics given on page 70 of the report that the total trade of the Colony has actually shown an increase, in spite of the fact—which I think no one will deny—that the experience of firms has been most disappointing. But I would draw your attention to the fact that the increase of trade has been mainly in respect of imports which are nearly ten millions sterling in excess of exports. This I think you will agree indicates that goods are lying in public and private godowns: they are still held in bulk, and, owing to the disturbed state of the interior, have not gone into consumption. It is useless to expect any improvement until the political situation approaches more nearly to the normal, and existing conditions point to the immediate future. Nevertheless, one may hope that the better conditions in the North of China since the turn of the year may soon be reflected there.

PIRACY PREVENTION.

The alarming recrudescence of piracy in South China has been the theme of speeches from this chair for the last two or three years, and I am glad to be able to state that there is at last some prospect of the provision of the increased naval patrols for which the Chamber has consistently pressed for years past. (Applause.) Members of the Chamber are greatly indebted to the Shipping Sub-Committee for much time unselfishly given towards unravelling this admittedly difficult problem. It will be within your recollection that the Senior Naval Officer, West River Patrol, reporting as to the river apart from the coastal problem, has advised that "if another five armed launches were provided the carrying of large armed guards and sailing in convoys could be abolished, and the system of grilles reduced practically to protection of the bridge and engine room." I understand that the Government have forwarded these representations to the authorities at Home, and the Admiralty should, in the interests of British trade and prestige, so strengthen the naval forces here as to provide for the establishment of a system of patrols adequate to safeguard ships from external attack. I am glad to be able to add that we are assured of the fullest sympathy and support of the Naval Authorities here, and to them and to the Government I tender the Chamber's thanks. (Applause.)

WIRELESS COMMUNICATION.

You will note that the question of wireless communication has been very much to the fore this year. The progress made towards equipping Hongkong with wireless facilities worthy of its importance amongst the world's great ports is described in some detail in the report which is in your hands. With land lines into China subjected to continual interruption, D'Aguiar, for the greater part of the year has been the only means of communication with Canton and Swatow, and in that respect alone has been invaluable, apart from the over-increasing ship-to-shore traffic, though there is still room for marked improvement. You will note that the messages handled have increased from 10 or 11 thousand to 23,000. The Chamber owes its thanks to Mr. King, the Government Electrical Engineer, for the energy and zeal he has shown in this and other branches of his work, and I hope he will receive the full measure of support his results justify and the Colony's needs demand. (Applause.)

Only this month a letter was received from the Indo-China Steam Navigation Company recording with satisfaction good work on the part of Cape D'Aguiar Station, both as regards promptitude in receiving and the distance at which communication was effected, namely, about 1,000 miles away, between here and Singapore. The vessel was the s.s. *Kutany* and her messages were acknowledged by D'Aguiar in some cases in from one to three minutes of the time they were handed in.

Satisfactory progress has also to be recorded in regard to the storm warning service. Manila and Zikwei warnings are now being broadcast immediately on receipt so that mariners in these waters have the benefit of information as to weather conditions over a wide area when typhoons are forming. You will note also that the project for the establishment of a meteorological station on the Pratas Shoal, so long urged by this Chamber, appears to be on the eve of accomplishment, and we may hope in the not very distant future to have the benefit of weather reports from a position right in the track of most of the typhoons which approach the Colony. Then, provided mariners continue earnestly to co-operate with the Observatory by sending weather observations from whatever part of the China Seas they may happen to be in, Hongkong will be able to claim that all that is humanly possible is done to minimise the risk to life and ships by the destructive violence of typhoon visitations. During the year the Chamber issued an appeal to mariners which, with the co-operation of Harbour Masters and Chambers of Commerce, was distributed in all the ports from Tientsin in the North to Singapore in the South, urging that weather reports be made regularly to the Observatory by ships fitted with wireless, and I take this opportunity of emphasizing the importance of this matter. It often happens that only ships at sea are in a position to give reliable data from which the probable track of a typhoon may be deduced.

HARBOUR DEVELOPMENT.

The important and comprehensive report by Mr. John Duncan, the Port Engineer, on the commercial development of the Port is at present being carefully considered by the Shipping Committee who have been requested to co-opt members of the commercial and shipping community likely to be able to render special assistance in advising as to the order in which the various schemes detailed in the report should be undertaken. Your Committee agrees with the Government that the most urgent of all the proposed works is a vehicular and passenger ferry service between Jubilee Street, Hongkong, and Jordan Road, Kowloon, and I am glad to be able to announce that the necessary reclamation work is to be proceeded with and that almost immediately this additional means of communication will facilitate the rapid and efficient transport of goods and contribute towards the amelioration of housing difficulties. (Applause.)

We all regret that health reasons prevent Mr. Duncan from remaining in the Colony to superintend the carrying into effect of some, at least, of the great programme of works he has outlined. Anticipating what I have no doubt will be your wishes, the Committee has addressed a letter to Mr. Duncan expressing cordial appreciation of his excellent work in connection with the Harbour and regret at his departure and the reason for it. (Applause.)

CANTON HARBOUR.

You will note from the report that progress has been made with a scheme for the improvement of the approaches to Canton Harbour which, in their present condition, are a serious handicap to the trade and shipping of both Hongkong and Canton. I sincerely trust that no difficulty will arise to prevent a beginning with this most urgent work.

THE PIERCE GOODS' TRADE.

Opportunity was taken during the year to obtain the reaffirmation by firms interested in piece goods, of their continued adherence to undertakings to trade only on a strict cash basis, and in regard to the Standard Form of Contract agreed with the Chinese Piece Goods' Guild in 1922. As practically all the firms in the Colony interested in piece goods signed the agreement I trust that strict observance will be the rule. None of us, I am sure, wish to see a reversion to the unsatisfactory conditions existing some years ago.

BOXER INDEMNITY.

The precise method of disposal of the Boxer Indemnity Funds remitted by the Imperial Government for use in directions mutually beneficial to China and Great Britain will shortly come up for decision. As you will have gathered from the Press, there have been suggestions recently that, instead of being devoted to educational purposes, this money might be used for railway development, river conservancy, and similar works in China. In the opinion of your Committee there are objections to this course. In the disturbed state of the country it seems unlikely that the best use would be made of funds so allocated, nor would the sum available form any substantial contribution towards the cost of the huge schemes which international capital will be quite ready to finance when more settled conditions give promise of security for investments.

On the other hand, never has educational work more urgently needed all the support that can be given. Revolutionary propaganda concentrate on the subversion of the youth of the country, and all possible support should be given to educational institutions which are practically the sole counteracting agencies. Your Committee has reaffirmed its opinion that the Indemnity Funds should be allocated to educational work in its widest aspect.

TRADE MARKS.

I regret to say that after the completion of the Committee's Report news was received of very serious developments in regard to the Chinese Trade Mark question. Assurances were given in an official despatch that British rights in trade marks would be protected and ample warning given of any infringement upon them, or of diplomatic agreement to any alteration of the *status quo*. These assurances were received very late in the day after a considerable number of foreign registrations at the Trademark Bureau had taken place. Now it appears that the promises of protection will not be fulfilled, the fact that there have been foreign registrations being urged as one of the reasons. The Shanghai Chamber is again taking up the question with the British authorities in China.

SECRETARSHIP.

At the end of last year a letter was received from Mr. Blair that the state of his health compelled him to resign the appointment of Secretary to the Chamber. This intimation was accepted with very great regret and I am sure you will endorse the action of the Committee in voting a sum of money to Mr. Blair with which to purchase a suitable souvenir of his long association with the Chamber and of the valued services he has rendered to its members during many years.

Mr. Key, who has been with the Chamber since 1922, has been appointed Secretary. You have evidence of his quality in the Report just published, and I personally wish to testify to Mr. Key's ability and versatility, and to thank him for the invaluable assistance he has given me during the period that I have been in the chair. It has been arranged for the future to employ the secretarial staff direct and the Committee desires to thank Mr. Key, Mr. Bingham & Matthews for the readiness with which they have fallen in with this arrangement. They will continue to act as treasurers of the Chamber, thus leaving the Secretary free to cope with the ever-increasing work which falls to the Chamber with the rapid growth of the Colony.

DEPARTURE OF THE GOVERNOR.

In conclusion, I desire to refer to the fact just made public that H.E. the Governor is leaving the Colony and that it is unlikely his term of office will be extended. There are many and weighty reasons why Sir Edward Stubbs should remain. (Applause.) The Colony is now engaged upon schemes of development infinitely greater than anything previously undertaken and it is essential that we should have the Head of the Government, one who is familiar with the details of their inception, so that continuity of policy may be secured. There is abundant evidence of the interest taken by His Excellency in Harbour Development, and even at the eleventh hour it is to be hoped that the wishes of the Colony—expressed in the repeated and unanimous representations of both Committees—may prevail. I am sure it is the unanimous desire of members of this Chamber that the Colony may retain the services of Sir Edward Stubbs, whose sound administration and wise government during a difficult period has given satisfaction to the whole community. (Applause.)

I now beg to move that the Report and Accounts as presented be adopted, and after this motion has been seconded I shall be glad to answer to the best of my ability any question which any member may wish to ask.

SECONDER'S SPEECH.

Mr. A. S. D. COULLAND, in seconding, said: Mr. Chairman and Gentlemen,—I beg to second the adoption of the report and accounts, and in doing so would like to endorse the remarks from the chair as to the regret which will be felt throughout the Colony at the departure of Sir Edward Stubbs. H.E. the Governor has shown great interest in the Housing question and in the Harbour Scheme and it would be a very great advantage, from the point of view of continuity of policy, if his services might be retained.

I notice in the report only a passing reference to the military lands question, and very little has been heard on this subject from the Government for some considerable time. I trust the Committee will keep the transfer of the military establishments well in the foreground, and that a definite beginning may be made before many months have passed. It is to be hoped that the present generation may enjoy some part, at least, of the benefits which will accrue.

It is satisfactory to note that the arrangements are well advanced for the transfer of the telephone undertaking to a local company. I have no doubt that members generally will agree with the policy adopted by the Committee of supporting the terms of transfer, subject to satisfactory reports on the condition of the underground system, and the insertion in the new company's franchise of clauses to safeguard subscribers.

It is a matter for congratulation that practically all firms importing piece goods have reaffirmed the agreement under which this business is done on terms securing cash against delivery. Recent correspondence in the newspapers will not, I hope, be the means of re-opening a discussion which led to a decision unanimously regarded as in the best interests of the business. It may be there is misconception in the minds of some not familiar with the trade and with the conditions under which it is carried on. It is, of course, well known to many here that the cash system does not mean "cash on arrival of the goods" but merely "cash when the goods are delivered." In practice, a very large latitude, amounting in some cases to over a year, is given to the dealers, as regards time given for delivery, subject to the payment of interest at a much more reasonable rate than they pay to the native banks.

In conclusion, I would like to say that the thanks of the general body of members are due to the Chairman and Committees for the work done during the year. From experience I know that it is considerable and occupies a great deal of time. I am sure we all endorse the opinion expressed from the Chair that the annual report in its new form is a very great improvement. Not only is it a convenient and useful book of reference to ourselves, but it forms a valuable piece of propaganda work for the Colony which no doubt members will take the opportunity of distributing to business friends abroad. I understand that many have already done so.

Members, I think, will endorse the policy of the Chamber in recommending the Government to continue its participation in the British Empire Exhibition this year. Although a direct return may not be visible, the Hongkong Section has brought before people in the Homeland and in the world at large the importance of the Colony.

The report was unanimously adopted.

THE NEW COMMITTEE.

Mr. J. H. Elliot proposed and Mr. E. F. Accott seconded, that the following Committee be elected: Mr. J. Owen Hughes, Mr. G. M. Young, Mr. A. O. Lang, Mr. P. H. Holyoak, Mr. H. A. C. Lang, Mr. A. H. Barlow, Mr. B. D. F. Bell, Mr. W. H. Bell, Mr. Paul Lander, Mr. J. A. Plummer and Mr. T. G. Weall. The motion was unanimously carried.

Capt. R. D. Bennett, M.C., and Lt. Comdr. C. St. C. Ingham, R.N., were co-opted.

NEW MEMBERS.

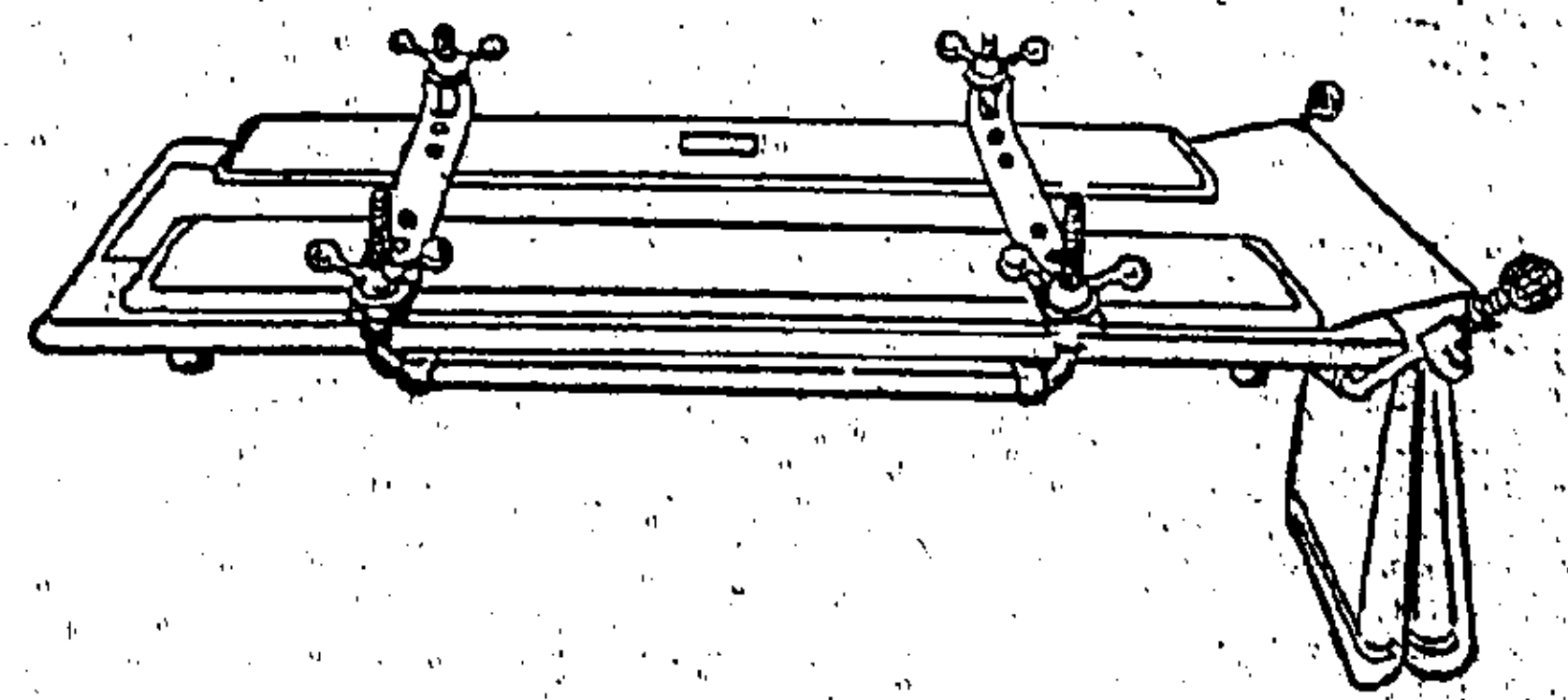
The Chairman proposed and Mr. G. Miskin seconded the confirmation of the election of the following members elected during 1923:—Messrs. Dickson, Sarker & Co., Ltd., Edward Whelan & Sons, Ltd., Jensen & Co., Wm. Meyerink & Co., Mulders & Co., Carlver & Co., The Central Agency, Ltd., The Taising Paper Manufacturing Co., Ltd., Bornemann & Co., The Compagnie Optique, Siemssen & Co., P. M. Pignat & Co., Reuter, Brockelmann & Co., A. & S. Henry & Co., Ltd., The Canton Trading Association, N. V. Carl Beediker & Co.'s Handelsmaatschappij, Ltd., Mr. C. E. Huygen, Lepack & Co., Ltd., Sander, Wier & Co., Sir W. G. Armstrong Whitworth & Co., Ltd., The Marconi International Marine Communication Co., Ltd.

The motion was unanimously carried.

Those present at the meeting were: The Committee, Mr. M. F. Key (Secretary) and the following: Messrs. J. M. Alves & Co. (Mr. J. M. Alves); Arnold & Co., Ltd. (Mr. R. E. Ost); Asiatic Petroleum Co. (S.O.), Ltd. (Mr. W. H. Bell and Mr. H. F. Bunje); W. S. Bailey & Co., Ltd. (Mr. W. S. Bailey); The Bank Line, Ltd. (Mr. A. Th. Gerin); Botelho Bros. (Mr. P. B. Botelho); Bradley & Co., Ltd. (Mr. J. A. Plummer and Mr. K. S. Morrison); British-American Tobacco Co. (China), Ltd. (Mr. F. A. Perry); Butterfield & Swire (Mr. G. M. Young and Mr. N. S. Brown); Central Agency, Ltd. (Mr. C. Wallace); China & Japan Telephone & Electric Co., Ltd. (Mr. H. S. Bennett); Chun On Fire Insurance Co., Ltd. (T. N. Chau); Commercial Union Assurance Co., Ltd. (Mr. G. H. Elliott); Connell Bros. & Co. (Mr. A. Morley Horder); Deacons (Mr. W. E. L. Shenton); Dickson, Parker & Co., Ltd. (Mr. J. Norman Parker); Dodwell & Co., Ltd. (Mr. T. G. Weall and Mr. Taylor); W. R. Plowry (Mr. E. H. Wilson); Fung Tang (Mr. Wong Tak Kwong); Gerin Drevard & Co. (Mr. C. S. Roselet); Gibb, Livingston & Co., Ltd. (Hon. Mr. A. O. Lang); Gilman & Co., Ltd. (Mr. G. Miskin); T. M. Gregory & Co. (Mr. H. Gregory); T. E. Griffith, Ltd. (Mr. P. A. Dixon); Handelsmaatschappij "Transmarina" (Mr. J. P. Haverkamp); Holland China Trading Co. (Mr. A. W. Van Andel); Holyoak, Massey & Co., Ltd. (Hon. Mr. P. H. Holyoak); Hongkong, Canton & Macao Steamboat Co., Ltd. (Mr. J. Arneid); Hongkong & China Gas Co., Ltd. (Mr. S. Blackburn); Hongkong Electric Co., Ltd. (Mr. F. R. Marsh); Hongkong & Shanghai Hotels, Ltd. (Mr. J. Bartholomew); Hongkong & Shanghai Banking Corporation (Mr. A. H. Barlow); Hongkong Tramways, Ltd. (Mr. L. C. F. Bellamy and Mr. A. K. Henderson); W. G. Humphreys & Co. (Mr. A. D. Humphreys); Indo-China Steam Navigation Co., Ltd. (Mr. E. F. Accott); Kailan Mining Administration (Mr. C. A. Egan); Keller, Kern & Co., Ltd. (Mr. E. Egan); Liverpool & London & Globe Insurance Co., Ltd. (Mr. W. S. Dixon); W. R. Loxley & Co. (Mr. W. L. Patenden); Mackinnon, Mackenzie & Co. (Hon. Mr. A. O. Lang); J. Manners & Co., Ltd. (Mr. S. L. Hadden); Marconi International Marine Communication Co., Ltd. (Mr. A. Chesterton); Maxim & Co. (Mr. J. Ribeiro); A. B. Moulder & Co., Ltd. (Mr. Wong Ch. Kut); Nam Hing Yuen Hong (Mr. H. T. Woo); Netherlands Trading Society (Mr. W. H. Groskamp); New Zealand Insurance Co., Ltd. (Mr. E. C. Duncan); Penreath & Co. (Mr. C. P. Marcel); P. M. Pignat & Co. (Mr. P. M. Pignat); Robertson, Wilson & Co. (Mr. G. W. Sewell); J. M. da Rocha & Co. (Mr. J. M. da Rocha); Alex. Ross & Co., Ltd. (Mr. A. S. D. Coulland); Rudolf, Wolff & Kew, Ltd. (Mr. O. H. Kew); David Sassoon & Co., Ltd. (Mr. D. H. Blake).

(Continued at foot of next column.)

WATTS' PATENT TROUSERS PRESSES



IN THESE DAYS, WHEN APPEARANCE COUNTS FOR SO MUCH, THE NEATNESS OF ONE'S DRESS IS OF TOO MUCH CONSEQUENCE TO BE DISREGARDED.

THE TROUSERS ARE AN IMPORTANT ITEM IN THE MATTER OF DRESS.

NOTHING TENDS MORE TO MAKE A MAN LOOK SHABBY AND ILL-GROOMED THAN TROUSERS THAT ARE BAGGY AT THE KNEES.

WATTS' PATENT TROUSERS PRESSES REMOVE ALL UNSIGHTLY BAGGINESS AND PRESERVE THE CORRECT SHAPE OF THE TROUSERS.

"The Presto" .. \$44.00
"The National" .. \$34.00
"The Army" .. \$30.00

LANE, CRAWFORD, LTD.

The FASTEST LENS of the WORLD
JUST ARRIVED

GORRZ TENAX with DOGMAR f3, 5 LENS.

HALL, LAW & CO., LTD.,

TELEPHONE C. 3217.

30-32, DES VERTS ROAD C.

MUSIC

FROM "THE GONDOLIERS"

THERE LIVED A KING
TAKE A PAIR OF SPARKLING EYES
CASILDA GAVOTTE

ANDERSON'S.

Powell
12, Des Vaux Road.

JUST ARRIVED.

Net Evening Gowns, Cotton Dresses.

Millinery.

Semi-Models

and

Straws

Prices from \$8.50.

Cotton Voiles.

Cotton Materials.

Prices from \$17.50.

Rainproofs.

Children's Hats.

Rainproof and Capes.

THE NEW CHAIRMAN.
At a meeting of the Committee which followed the annual meeting, the Hon. Mr. P. H. Holyoak was elected Chairman for the ensuing year, and the Hon. Mr. A. O. Lang was elected Vice-Chairman.

NEW ADVERTISEMENTS

BILLIARD CHAMPIONSHIP.

THE HONGKONG BILLIARD CHAMPIONSHIP has now commenced at the Victoria Recreation Club. CHARGES OF ADMISSION to the Preliminary are: Club Members and Soldiers and Sailors 25 cents; Non-Members of the V.R.C. 50 cents. The First Session commences at 8 o'clock each evening.

HONGKONG JOCKEY CLUB.

DRAFT PROGRAMMES AND ENTRY FORMS for the THIRD EXTRA RACE MEETING to be held on SATURDAY, 11th, and MONDAY, 13th APRIL, 1925 (weather permitting), may be obtained at the RACE CLUBS, HONGKONG CLUB and CAWLEY RAY STABLES. Entries will close at 12 o'clock Noon on SATURDAY, 23rd MARCH, 1925.

CONVITE.

O Condi Geral de Portugal e Direcção do Club Lusitano, Club de Recreio e Am. de Socorro Mútuo convidam, por este meio, todos os membros da Comunidade Portuguesa e suas famílias, para a recepção (e chá dançante) que se realizará hoje 24 pelas 5.30 da tarde, na Sala Luiz de Camões do Club Lusitano, recepção em honra do Sr. E. de Sembr. Batista de Freitas, Ministro de Portugal na Bélgica, e de sua Exma. Esposa. 24-3-1925.

TO LET.

NEWLY-BUILT European HOUSES and FLATS, Next to 11, BARNINGTON PATH. Each flat contains from 2 to 4 Rooms, besides Bathroom, Kitchen and Servants' Quarters. Verandah Overlook Harbour. Ready about Next Month. Moderate Rental. Apply Box No. 2014, care of Hongkong Daily Press.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 30th day of March, 1925, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency THE GOVERNOR, of One Lot of CROWN LAND near Kowloon Bay, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Area.	Value.
1. B. 100.	100 feet by 100 feet.	10,000 sq. ft.	10,000
2. B. 101.	100 feet by 100 feet.	10,000 sq. ft.	10,000
3. B. 102.	100 feet by 100 feet.	10,000 sq. ft.	10,000
4. B. 103.	100 feet by 100 feet.	10,000 sq. ft.	10,000
5. B. 104.	100 feet by 100 feet.	10,000 sq. ft.	10,000
6. B. 105.	100 feet by 100 feet.	10,000 sq. ft.	10,000
7. B. 106.	100 feet by 100 feet.	10,000 sq. ft.	10,000
8. B. 107.	100 feet by 100 feet.	10,000 sq. ft.	10,000
9. B. 108.	100 feet by 100 feet.	10,000 sq. ft.	10,000
10. B. 109.	100 feet by 100 feet.	10,000 sq. ft.	10,000

[2019]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "HELENE" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to the Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 23rd March. Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 30th March, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 13th April, or they will not be recognized. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd March, 1925. [2017]

S.S. "YALOU."

COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.

CONSIGNEES of Cargo from DUNKIRK, ANTWERP, LONDON, &c., and also Cargo from COGNAC, HAVRE & LA PALICE, ex s.s. "COMTE MAGES" are hereby informed that their Goods with the exception of Opium, Transports and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whose delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before Noon, 23rd instant, requesting it to be landed here. Bills of Lading will be countersigned by the Underwriter, 30th instant, and, after Monday, the 30th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Tuesday, the 31st instant, or they will not be recognized. All damaged Packages will be examined on Saturday, the 28th instant, at 10 a.m., by Messrs. Goddard & Douglas. No Fire Insurance has been effected. R. RODENFUESS, Agent. Hongkong, 23rd March, 1925. [2020]

INTIMATIONS

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

THE FIFTY-SIXTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Company, 27th MARCH, 1925, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended the 31st December, 1924. The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 17th to the 27th MARCH, 1925, both days inclusive. JARDINE, MATHESON & CO., LTD., General Managers. Hongkong, 7th March, 1925. [1958]

THE HONGKONG AND WHAMPOA DOCK CO., LTD.
NOTICE IS HEREBY GIVEN that the

ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, 27th MARCH, 1925, at Noon, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1924. The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 17th to the 27th MARCH, 1925, both days inclusive. By Order of the Board of Directors, R. M. DYER, Chief Manager. Hongkong, 12th March, 1925. [1975]

CHINA SUGAR REFINING CO., LIMITED.
NOTICE.

THE FORTY SEVENTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, PEDDER STREET, on TUESDAY, the 31st MARCH, 1925, at 11 a.m., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1924. The TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 31st MARCH, 1925, both days inclusive. JARDINE, MATHESON & CO., LTD., General Agents. Hongkong, 11th March, 1925. [1975]

THE HONGKONG & SHANGHAI HOTELS, LIMITED.
NOTICE IS HEREBY GIVEN that the

ORDINARY YEARLY MEETING OF SHAREHOLDERS OF THE HONGKONG & SHANGHAI HOTELS, LIMITED, will be held at THE HONGKONG HOTEL, PEDDER STREET, HONGKONG, on WEDNESDAY, the 8th APRIL, 1925, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the year ended the 31st December, 1924, confirming the Appointment of a Director and re-electing a Director and the Auditors. The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 1st APRIL, 1925, until WEDNESDAY, the 8th APRIL, 1925, both days inclusive. By Order of the Board, J. BARTHOLOMEW, Acting Secretary. Hongkong, 20th March, 1925. [2007]

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.
APPLICATION has been made to the

Directors of this Company to issue to CHU KWONG LAN of 312, Des Vaux Road Central, Hongkong, a Duplicate Certificate for Eight Shares in the Company or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificate No. 4444 and dated Thirtieth day of November, 1907, for Shares numbered 1423 to 1429, both inclusive, and 7101 has been LOST or DESTROYED; and Notice is hereby given that if within Thirty Days from the Date hereof No Claim or representation in respect of such Original Certificate is made to the Directors, they will then proceed to deal with such application for a Duplicate or other new Certificate or Certificates. Dated, Shanghai, 27th February, 1925. T. A. CLARK, Secretary and Manager. [1953]

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.
APPLICATION has been made to the

Directors of this Company to issue to CHU WING ON of 312, Des Vaux Road Central, Hongkong, a Duplicate Certificate for Eight Shares in the Company or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificate No. 4444 and dated Thirtieth day of November, 1907, for Shares numbered 6476 to 6482 both inclusive, and 7707 has been LOST or DESTROYED; and Notice is hereby given that if within Thirty Days from the Date hereof No Claim or representation in respect of such Original Certificate is made to the Directors, they will then proceed to deal with such application for a Duplicate or other New Certificate or Certificates. Dated, Shanghai, 27th February, 1925. T. A. CLARK, Secretary and Manager. [1953]

PREPAID "WANTED" ADVERTISEMENTS
Letters are lying at this Office for

Boxes—XII, XI, X, YI, 39, 40, 880, 979, 1009, 1090.

WANTED—INTERPRETERS with Good Knowledge of the SHANTUNG DIALECT. Apply ASSISTANT SUPERINTENDENT OF POLICE, Police Headquarters.

COMPANIONS WANTED for English Firm, Export and Import. Apply Box No. 79, c/o Hongkong Daily Press. [2012]

INTIMATIONS

G. PUBLIC AUCTION.
THREE Undersigned have received instructions to Sell by Public Auction,

on TUESDAY, WEDNESDAY and THURSDAY, the 24th, 25th and 26th MARCH, 1925, at H.M. Naval Yard, Hongkong, and at Kowloon Naval Depot, commencing each day at 9.30 a.m., with an interval from 12 Noon to 1.30 p.m. OLD AND SURPLUS NAVAL STORES, &c., comprising—

Messy Chests, Spring Balances, Galvanized Tubing, Dinghies, Whalers, Oils, Bales, Ropes, Boats' Sails, Electrical and Wireless Telegraphy, Fittings, Carbons, Electric Cable, Cooking Stoves, Ships' Fittings and Firehearth Gear, Iron Beds, Mattresses and Fittings, Life Rafts, Belts, Carpets, Rugs, Mats, Table Covers, Blankets, Countertops, Curtains, Overcoats, Canvas, India Rubber and Metallic Hoops and Tubing, Old Cordage, Canvas Bags, Old India Rubber, Old Leather, Old Woollen and Linen Bags, Old Canvas Cuttings, Old Lead Batteries, Plates, Old Iron and Steel, Old Brass, Copper, Lead and Zinc, Copper & Brass Tubes, Coal Sacks, Brown Jean, Wood and Iron Blocks, Lamps and Fittings, Gauges, Steel Tubes, Old Steel Wire Rope, Dirty Mineral Oil, A. S. S. Chain, Cable and Gear, Drilling and Grinding Machines, Lathes, Steel Grinders, Davids, Pumps, Cutter and Dynamo Engines, Tables, Compasses, Binnacles, Log, Clocks, Iron Drums, Old Packing Cases, Packing Boards, Old Casks, Rigging, Chains, Buoys, Wire Brushes, Glass Tubes, Side Scuttles, Bales, Avails, Forges, Vices, Miscellaneous Tools, Ironmongery, Pneumatics Drills, Filters, &c., &c.

Lots may be inspected on MONDAY, the 23rd MARCH, 1925. ALSO SALE OF OLD AND SURPLUS VIOUALLING STORES AT KOWLOON ON FRIDAY, 27th MARCH, 1925, comprising—Table, Lichen, Implements, Serge, Flannel, &c., Bannans, Blat, 1899, Sundry Articles of Metal and Table Gear, Livestock, Electro-Plated Ware, Clothing, Condemned Provisions for Prison Feeding, &c. Terms of Sale—As detailed in Catalogue. LAMBERT BROTHERS, By Appointment Auctioneers to the Admiralty. Hongkong, 5th March, 1925. [1970]

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

WE The INDO-CHINA S. N. CO., LTD., of Hongkong, hereby give Notice that in consequence of the purpose of Uniformity in Naming the Steamers of the Co.'s fleet, We have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Ship, "DAIYU-MOKU," of Liverpool, Official Number 143627 of Gross Tonnage 5,445.55 tons, Registered Tonnage 3,327.56 tons, heretofore owned by The Messrs. JOHNSTON & LUTZ—Messrs. FURNESS WITTE & CO., General Managers, LIVERPOOL, for the Permission to Change her Name to "KUMSANG," and to have her registered in the New Name at the Port of HONGKONG, as owned by the INDO-CHINA S. N. CO., LTD., HONGKONG. Any Objections to the Proposed Change of Name must be sent to the Registrar of Shipping at HONGKONG within Seven Days from the Appearance of this Advertisement. Dated at Hongkong, this 21st day of March, 1925. (Signed) JARDINE, MATHESON & CO., LTD., General Managers, INDO-CHINA S. N. Co., Ltd. [1973]

NOTICE.

WHEREAS all those the Premises known as No. 105, WING LOK STREET, and built on the Remaining Portion of Marine Lot No. 135, have been leased by the owner to THE LEE POOK SHING COMPANY, by virtue of an agreement for a lease written in Chinese language and dated the 18th day of the 3rd Moon in the Kap Taz year (21st April, 1924). And whereas the rent reserved by the said agreement is in arrears and remains unpaid and due to the said Landlord, the said LEE POOK SHING COMPANY, under and by virtue of the said agreement, has been made for the said rent accordingly to law. And whereas the Tenants of the said LEE POOK SHING COMPANY, have ceased to remain in possession of the said Premises locked them up and to all intents and purposes appear to have abandoned the Possession thereof. And whereas the owners under the circumstances infer that the tenants have abandoned the said premises and the Owners will re-enter and take possession of the same on the 30th day of March, 1925, and treat the conduct of the said tenants as indicative of their intention to surrender the said Premises as by operation of law unless the said tenants give Notice to all the Honorable Magistrate of Japan, PRIORS Ranging From 50 Cents to \$2,000. Also A Very Fine Collection of IVORY AND WOOD CARVINGS, GOLD LACQUERED BOXES, INROS and a Few Ceremonial Coats (Haori). A Cordial Invitation is Extended to All Lovers of ART to Visit This Interesting EXHIBITION. KOMOR & KOMOR, Art and Curio Experts, Alexandra Buildings. [2012]

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AT
MESSRS. KOMOR & KOMOR.
OPEN FROM 10 A.M. TO 6 P.M.

M. K. HAYASHI has arrived with A Very Fine Collection of Old JAPANESE PRINTS by KOTOMATSU TORIKATSU, Hiroshige, Hokusai, &c., all the Honorable Masters of Japan. PRIORS Ranging From 50 Cents to \$2,000.

Also A Very Fine Collection of IVORY AND WOOD CARVINGS, GOLD LACQUERED BOXES, INROS and a Few Ceremonial Coats (Haori).

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JOHN DEWAR & SONS, LTD.

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The Daily Press.

HONGKONG, MARCH 24TH, 1925.

NATIONAL MUSIC.

The enterprise of the local Philharmonic Society has enabled us recently to enjoy two of the delightful works of that great English musical genius, Sir ARTHUR SULLIVAN. It has been said that, as compared with the composer of the melodies of "The Yeomen of the Guard" and "The Gondoliers," those who strive after tunes in these modern days are but the grammarians of music. SULLIVAN is appreciated more and more as the years roll past. He appeals to the new generation as much as, if not more than, to his contemporaries. The jangle and rattle of ragtime and the tunes of American origin which find their way into modern revues are entirely different to the typically English productions of SULLIVAN. There are those who are amused by, and even delight in, the metallic tang and twang of ragtime, the almost unnatural hesitations and curious language which are part of the scheme of the modern musical comedy. None of these pieces will survive the test of years. Ragtime is said to have originated in the plantations of Virginia and the Southern States of North America, an offspring of the tunes of "the darkies." Wherever it came from, it is quite different from melodies such as "Drink to me only with thine Eyes" or "The Girl I Left Behind Me." Those tunes are as typically English, as a picture by CONSTABLE or even a breakfast of bacon and eggs. Sir ARTHUR CONAN DOYLE, in one of his stories, suggested that no nation would ever secure a great military victory unless the troops had a splendid song to inspire and encourage them. The value of the "Marseillaise" to the French Generals in the days when their raw recruits were triumphing over the trained soldiers of Europe has always been recognized by careful historians. It is a tune that probably only a son of France can fully appreciate, yet it always produces a thrill in an English audience. That, of course, may be due

to the strain of Norman blood which is traditionally supposed to be in the Englishman's make-up. In these days of rapid transport and the intense circulation of ideas it is a great thing that the different nationalities have a genius for different types of music. Most emphatically it may be said that we do not want to have everything standardised. If, as members of the English race, we are very sentimental about Saint Paul's Cathedral, that is no reason why we cannot admire a Chinese Pagoda. We have no doubt that the Temple of Heaven in Peking suits the atmosphere of the place much better than would an exact replica of Saint Paul's Cathedral. It is a great thing to preserve national ideals of art. When, however, we come to consider Oriental music, it must be confessed that Westerners have a great difficulty. To the ordinary Englishman, who, although no expert musician, is yet only too glad to listen to SULLIVAN's melodies, the sound of Chinese music is not delightful. It has been said that the Chinese have the really accurate ideas about harmony and that Western ideas about it are wrong. Use is, of course, second nature. No doubt experts could discourse at length on the theories which have been advanced as to what is, and what is not, good music. To obtain an absolutely free and frank opinion from a Chinese musician concerning the typically English music of the GILBERT and SULLIVAN operas would be very interesting. Does it sound to the Chinese ear, attuned to the national music of China, as curious as Chinese music does to the English ear? Our Chinese friends are invariably so polite that they would instinctively wish to compliment us on the operas; moreover, use is second nature and in this Colony many of the younger generation of Chinese have learned to play European musical instruments. It was noticeable that there were several young Chinese amongst the audiences of the "Gondoliers."

The music of SULLIVAN's operas is delightful because it is always gay and easy, simply pretty and joyous. Some people have actually complained that it cannot be the work of a genius because it is so popular. There was a great controversy in 1914 about the famous song of the soldiers, "Tipperary." Some of the "high brows" wrote indignantly to the newspapers that it was "so popular that it could not be really first-class music." Dr. ETHEL SMYTH was roused and, in her wrath, she stated that Schubert would have been delighted with the tune. Most of us are very strong in our likes and our dislikes in all artistic matters. Yet somehow or other it seems difficult to believe that any one could dislike some of the tunes in GILBERT and SULLIVAN's operas. After all, SHAKESPEARE, although primarily a national poet, finds favour every year more and more amongst the nations that are not even English-speaking. It is not at all unlikely that, with the increased popularity of the gramophone and wireless, the music of SULLIVAN will delight an ever wider circle of admirers. A celebrated author has said that the most permanent and enduring achievement of the Victorian age would not be that of TENNYSON, BROWNING and SWINBURNE, nor that of GLADSTONE, DISRAELI and PARNELL, nor of DARWIN and HUXLEY, but the operas of GILBERT and SULLIVAN. However that may be, it is a self-evident fact that the wit and melody of these operas delight and fascinate the new generation as much as they did the old.

A Chinese was knocked down at Whitefield on Sunday by a taxi-cab, and died in hospital a few hours later. A theft of golf balls valued at \$1,600, took place at the Yuen Soong See shop, No. 52, Bonham Strand, on Sunday. There will be no cinema for children at the Helena May Institute on Friday, March 27th.—ADVT.

An employee in the firm of Radio Holland, Batavia, on the night of March 15th, caught London broadcasting and heard a church service, several strokes of Big Ben chiming, and afterwards a piano solo.

The programme for the Third Extra Race Meeting, under the auspices of the Hongkong Jockey Club, to be held on April 11th and 13th, was put in circulation yesterday.

A black and white pointer dog, belonging to a Japanese at Praya East, was taken to Kennedy Town for observation on Sunday, following a development of symptoms suggestive of rabies.

Fire broke out on board the *Foot Sling* on Sunday morning, causing damage to the extent of \$100. The fire was caused by an overflow through a leakage from a kerosene pipe in the forepeak. The outbreak was soon extinguished.

A Chinese woman, of No. 17, Chan Hing Street, attempted to commit suicide on Saturday, following a quarrel with her husband, by swallowing a liquid poison. She was taken to the Government Civil Hospital.

The Chinese Y.W.O.A. in Hongkong are this week beginning their "Finance Effort." The amount needed for this year's work over and above the money received for class fees, and membership fees and hostel receipts, is about \$4,454. This sum is to be raised by voluntary contributions to be collected from March 23rd to April 6th.

The fifth celebration of the Catholic Press in Hongkong took place on Sunday. Special services were held at the Cathedral of the Immaculate Conception in the morning and in the afternoon, the latter service being followed by a literary and musical entertainment at the Club Lusitano. The programme included a speech by Mr. Vasconcelos Soares, recitation by Miss E. G. de G. de Aquino and his son, Mr. G. de Aquino, a performance by a few enthusiastic youths under the direction of Mr. J. A. de Almeida and various selections of music by Professor Gonzalez's orchestra. There was large attendance in spite of very bad weather.

Born 35 years ago in Shanghai, an Englishman named Gerald Hamilton, alias Soutar, has been sentenced at San Remo to four years imprisonment and a fine of £10 for obtaining £1,000 worth of jewellery by fraud. Hamilton, who was educated in England, has had an extraordinary career. In 1915 he was arrested in Westminster and was given two years' hard labour. The papers discovered in Hamilton's flat revealed that he was in negotiation with the Siamese Government to become their consular agent in Rome, and also that he had been at one time an agent for South American Republics in Tangier, but that he had been removed on representations from the French Government. Hamilton posed as a diplomat, and in Egypt he actually became the confidant of a prince for whom he went to England and whom he represented at the Foreign Office.

OLD RESIDENT LEAVES.

MR. PACKHAM GOES HOME.

Following a period of service with the Hongkong and Kowloon Wharf and Godown Company, extending over a quarter of a century, Mr. R. Packham, cargo superintendent, left the Colony by the *Empress of Canada* on Saturday. He was accompanied by his wife and daughter. Before he departed, the European staff of the Company presented him with a pair of silver canteen dishes and a travelling rug; while the Chinese staff made the gift of a grandfather clock with Westminster chimes. Mr. F. H. Crapnell, the acting Secretary, made the presentations.

For many years Mr. Packham has been a member of the Committee of the Kowloon Residents Association, and for 18 years a churchwarden at St. Andrew's Church.

THE WORLD TOURISTS.

DINNER-DANCE AT HONGKONG HOTEL LAST NIGHT.

The three hundred world-tourists who arrived in Hongkong on Saturday by the *Empress of France*, acknowledge they spent another very enjoyable time yesterday, despite the overcast weather and showery conditions.

Yesterday's programme was on the following lines:—A party of about 130 left for Canton; while another party, numbering 140, were provided with a motor trip around the Island. The latter started at 10.15 a.m. from the Ferry Wharf, the route being via Causeway Bay, Shaukiwan Village and Tatum Reservoir to the Repulse Bay Hotel where tiffin was served. The return journey was made via Deep Water Bay, Aberdeen, Pokfulam, Government House, the Botanical Gardens, and Garden Road to the Ferry Wharf. In spite of the depressing weather, the party expressed themselves delighted with their trip.

DANCE AT HOTEL.

Last night this section of the tourists spent a very happy and convivial time at the Hongkong Hotel, where an enjoyable dinner-dance was held on the Roof Garden.

To-day, those who made the trip round the Island yesterday will visit Canton; while the Canton trippers of yesterday will tour the Island. Another dinner-dance is arranged for to-night on the Roof Garden of the Hongkong Hotel. The *Empress of France* will sail from Hongkong for Shanghai at 2 p.m. to-morrow.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

SECURITY OF EUROPE.

MUSSELI'S ALLEGED OFFER TO BRITAIN.

LONDON, March 22nd.

The Daily Chronicle's Paris correspondent telegraphs that Signor Mussolini recently gave a dramatic interview on the security imbroglio.

He said he had offered Great Britain a treaty of alliance to the exclusion of France, but Mr. Austen Chamberlain had communicated the offer to France.

EARL OF YPRES.

GRADUAL IMPROVEMENT IS BEING SHOWN.

LONDON, March 23rd.

The condition of the Earl of Ypres, who underwent a serious operation last week, has shown gradual improvement in the last two days.

EGYPTIAN PARLIAMENT.

ZAGHUL PASHA IS CHOSEN AS PRESIDENT.

CAIRO, March 23rd.

Following the opening of Parliament by King Fuad to-day, Zaghul Pasha was elected President of the Chamber. The votes registered were 125 in his favour against 85.

EARLIER CABLES.

FASCISMO ANNIVERSARY.

"VIVA MUSSOLINI" IS ECHOED BY THROG OF "BLACKSHIRTS."

ROME, March 22nd.

The sixth anniversary of the foundation of the Fascism, was enthusiastically celebrated all over the country, with imposing mass meetings. Everywhere there was perfect orderliness.

Over six thousand "blackshirts" assembled in the immense Augustum auditorium in Rome, and then marched with banners and bands playing the Fascist marching song, through beflagged thoroughfares, to the Foreign Ministry where Signor Mussolini made his first public appearance since his illness.

The Premier, after giving the ancient Roman salute, addressed a few electrifying words in a thunderous voice. He asked if he could rely on his hearers, and one hundred and fifty thousand throats roared "Viva Mussolini!"

EGYPT AND DRUGS.

SPECIAL LEGISLATION NOW PROMULGATED.

CAIRO, March 22nd.

The King of Egypt has promulgated a law controlling the drug traffic, which recently assumed alarming proportions. Three years' imprisonment and a fine of three hundred pounds sterling is provided for infractions of the law, which is now generally applicable.

LATEST CABLES.

REUTER'S AMERICAN SERVICE.

AMERICAN NAVAL POWER.

RESULT OF MANOEUVRES IN MAGDALENA BAY.

WASHINGTON, March 22nd.

The Morning Post, dealing with the manoeuvres at Magdalena Bay, in which the greatest concentration of naval power ever assembled in the Pacific participated, states that the Board of Control, reviewing the operations, found the Pacific Fleet powerless to protect the Pacific coast without the permanent concentration of the Atlantic Fleet there.

The Board asserts that the Atlantic Fleet does not possess sufficient scout cruisers, while aircraft and aircraft-carriers are deemed impracticable in rough seas. War-time modern speed has nullified the strategical value of the Panama Canal.

The Pacific Fleet is insufficiently strong to defend American possessions in the Pacific and the Atlantic Fleet is unable to reach the Pacific in time to resist an attack from an enemy air-force.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

OIL IN SAKHALIN.

CASE OF SINCLAIR CONCESSION IN MOSCOW COURT.

MOSCOW, March 22nd.

The Government case for the cancellation of the Sinclair oil concession in North Sakhalin was heard in the Moscow District Court.

Counsel for plaintiff asked the Court to declare that the contract was null and void. He demanded that the Company pay a fine for breach of contract and compensation for alleged loss resulting from the fact that the company had not begun to develop within the contracted period of one year nor within the supplementary period granted by the Soviet Government. Counsel declared that the concessionaires, at the time of the conclusion of the contract, were aware of the Japanese occupation of Sakhalin; consequently, the company's plea of force majeure was invalid. Moreover, the Soviet authorities, particularly the Soviet Ambassador in China, had given every assistance to the Company's exploration in Sakhalin.

HEARING ADJOURNED.

Counsel for the defendants denied the assertions, and insisted that the Company took all measures to ensure development, but were frustrated by external interference. Moreover, the Company contended that the contract gave the right to begin development within a year, but did not compel it to do so.

The hearing was adjourned.

POLITICAL SITUATION IN CHINA.

[FROM THE "DAILY BULLETIN."]

LATE DR. SUN YAT SEN.

CHIEF EXECUTIVE TO PAY HIS RESPECTS IN PERSON.

PEKING, March 22nd.

Tuan Chi Jui has informed the funeral committee that he will pay his respects to the remains of Sun Yat Sen in person in the Central Park on the morning of the 24th inst.

In his own stated that it may be four or six months before the tomb at Nan-king is completed. When the casket arrives the remains will be transferred to the Western Hills until the completion of the tomb.

CAUSE OF CHINA'S ILLS.

POLITICAL SYSTEM IS BLAMED IN JOINT TELEGRAM.

PEKING, March 22nd.

Tang Chi Yao and Chao Heng Ti have jointly wired to Tuan Chi Jui and the Reorganization Conference stating that the chief cause of the troubles during the past decade has been the political system. The Central Government cannot control such a vast country, and the telegram, therefore, advocates a federal system and provincial autonomy as the only way to national salvation.

SINGAPORE BASE.

NO THREAT TO JAPAN.

Mr. Baldwin, in reply to Mr. Cecil Wilson (Lab. Soc., Attercliffe), in the House of Commons on February 23rd, said: It is, I believe, the case that certain sections of opinion in Japan have felt some suspicion that the works at Singapore indicate a lack of confidence on our part in the peaceful intentions of our former Allies; but in Japanese official, and other well-informed circles it is fully realised that improvement of the Singapore dockyard is a normal development of naval policy, its immense distance from Japan—about 2,000 miles—prevents it from being considered a threat; moreover, the two countries are firmly united by their common interest in the preservation of peace by the treaties signed at Washington and by the special bond of an historic and valued friendship.

Mr. Clynes (Lab. Soc., Plating): In what form can the House receive proofs of the Japanese views just expressed? Mr. Baldwin: I would refer to speeches made in Japan on the subject. Capt. Wedgwood Benn (L., Leith) asked whether the Japanese envoys at Washington were informed that we intended to fortify Singapore.

Mr. Baldwin: Yes, I believe that is the case.

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

THE MILITARY ACADEMY AT WHAMPOA.

The Kuomintang Military Academy at Whampoa, which is reputed to be supported by the Soviet Commission in Canton, received a batch of new recruits from Shanghai on March 18th. Since the opening of the Academy two years ago, more than 4,500 young men, mostly Manchurians and Northerners, have gone through the six-months' course of military and Bolshevik training. The Kuomintang cadets are stated to have taken an important part in the recent defeat of General Chen, Chiang Ming's troops on the eastern front, the discipline and morale of the cadet corps being described as the best ever seen in the internecine war in Kwangtung. With the aid of modern artillery, commanded, it is said, by Russian instructors, the cadets were responsible for the capture of Pingshan, near Waichow.

THE RED FLAG.

The Native Customs Station at East Band, Canton, which comes under the supervision of the Chinese Maritime Customs, has been ordered by the Government in Canton to substitute the red flag of the Kuomintang for the five-colour flag of the Republic of China on its flag staff. In Canton the Chinese Post Office and the Customs House have always flown the national colours of the Republic.

TAX ON KEROSENE.

The dealers in kerosene oils in Canton are protesting against a new tax on Kerosene.

THE GOOD ROAD MOVEMENT.

The ancient city wall of Sunwei is to be demolished, and upon the site to be cleared a modern road about 40 feet wide will be constructed.

LONG-DISTANCE TELEPHONY.

A long-distance telephone service between Canton and Whampoa, has been decided upon by the Civil Governor at Canton, upon request of General Fan Sheng Shung of the 2nd Yunnanese Corps now stationed at Whampoa. At the beginning, it will be reserved for military purposes only. At present, there is telegraph connection between Canton and Whampoa.

ALLEGED KIDNAPPING OF GIRLS.

A kidnapping gang, making a specialty of inducing young women to go to the northern inland districts of Kwangtung, appears to have been operating in Canton, according to one Miss Kwan Jen Ching, a victim who has succeeded in escaping from her enslavers. The gang is alleged of having opened an office in Canton where arrangements have been to send many young women to Yinkang, on the pretence that they can secure teaching positions or commissions for painting portraits of wealthy residents. Once landed there, the victims were sold to the wealthy but rough villagers further inland, to become concubines. It is said that the men inland prefer city girls to country women. Miss Kwan has given the names of other young women still held or already sold. Among the victims mentioned is a young woman, 21 years old, who is said to be a member of the Chin Woo Athletic Association of Hongkong. She was reported lost on March 18th, 1924.

FLOOD GATES.

The Nanhoh-Shantak Committee in charge of the construction of Flood Gates in these two districts has just filed with the Canton authorities plans for building three flood gates involving a cost of \$250,000, the inhabitants of the territory concerned having expressed their willingness to contribute towards the project. The Board of Conservancy Works of Kwangtung will co-operate with the local committee in supervising the construction, which will start early in April. The Nanhoh and Sunkat districts are within the West River area.

STUDYING JUDICIAL SYSTEMS.

The graduation class of the Law College of Kwangtung University, a Government institution, will visit Japan this summer for the purpose of making a study of Japanese courts and the Japanese judicial system. The graduates have already made a study of the Chinese courts in Canton. The Law College has an enrolment of 674 students this year. More than 50 of them will be graduated this summer.

FLOOD DAMAGE IN KWANGSI.

According to Mr. Chang Yi Chi, Civil Governor of Kwangsi Province, the new capital of which is now Kweiping, the flood of 1924 in Kwangsi which affected more than 30 districts, has caused damage to the extent of \$160,000,000, at least. He is desirous of having the interest of his province considered when the Central Government at Peking comes to the discussion of preventive measures or immediate relief.

TROOPS PREVENT WEDDING.

A wedding party in the home of Mr. Wong Yi Kang, Canton, was dispersed on the night of March 19th, when Mr. Wong's son was to welcome his bride home. A company of troops raided the home, arrested Wong Yi Kang, and broke up the decorations, on the ground that the principals had violated the order prohibiting wedding parties within the period of general mourning for Dr. Sun Yat Sen. It has been alleged that the troops seized wedding gifts and other articles valued at more than \$100,000. The senior Mr. Wong has been fined \$20,000.

SCOTTISH LETTER.

SOCIALIST BRICKWORKS.

A SCHEME THAT BROKE DOWN.

[FROM OUR OWN CORRESPONDENT.]

-EDINBURGH, February 11th.

Glasgow people are wont to pride themselves on the efficiency of their municipal enterprises, but in the case of the Corporation's experiment in brickmaking they have to admit a failure. In 1921, with the approval of the Scottish Board of Health, they acquired the Dalry brickworks at a cost of £45,000. After three years' working the capital price still to be written off is £38,979, while to enable the Corporation to deliver bricks in Glasgow at the same price as they can be obtained locally that sum must be reduced to approximately £9,000. The loss will not fall upon the Corporation, because the price of acquiring the works was included in the capital charges of the local housing schemes under the Act of 1919, by which the liability of the Local Authority is limited to the produce of four-fifths of a penny in the pound of rates. Thus the loss will have to be borne by the State. That may be taken as an instance of Glasgow's shrewdness. But in regard to the possibilities of municipal enterprise in the brick trade its rulers have made a miscalculation. It was the Socialist element in the Town Council who were anxious that the experiment should be made. It will be difficult for them to extract much satisfaction from the result. And it has been an illuminative experience. There may be something to be said for municipal or State enterprise in the case of a monopoly and an essential public service, but otherwise a municipality or the State is ill-advised to enter into competitive business. Practically every effort of the kind ends in failure, as the Glasgow brickwork experiment has done. The experience may not be in vain if Socialist doctrinaires take a lesson from it, but, doubtless, that is too much to expect.

THE LATE MRS. W. E. HENLEY.

The death of Mrs. Anna Henley, widow of W. E. Henley, the poet and litterateur, who for some years has resided in Glasgow, was a link with a coterie of distinguished authors. Mrs. Henley was 71 years of age. She was a native of Glasgow, and returned to that city after the death of her husband in 1903, and for years she carried on a business there. It was in Edinburgh that in 1875 she first met her husband, when visiting her brother, Captain Boyle, who was a patient occupying an adjoining bed to Henley's when the latter was under the care of Professor Lister in the "old infirmary." During their three years' engagement Henley wrote her daily letters and two on Saturday, that she might have one to read on Sunday. During Henley's editorship of the *Scotts Observer*, and his wife resided in Edinburgh, and in Levenhall. The Henleys made the acquaintance of J. M. Barrie, then doing journalistic work in Edinburgh, and Mrs. Henley claimed that her daughter Margaret was the original of "Wendy." Barrie, who was a regular visitor to their house, was very friendly with the little girl, who called him "Uncle James Matthew." One day, Barrie said to her, "Uncle James Matthew is a long name for me. Try to get something shorter." After pondering a little the child said, "I'll call you friend, or friendly Wendy," and the name was afterwards shortened into "Wendy," and transferred to the child. During her husband's lifetime Mrs. Henley exercised great influence over him. She has described her married life as "ideal," and said that no one could have had a better husband. Henley had great faith in her judgment, and each of his poems was submitted to her before it was allowed to appear in print. If she condemned the poem it was suppressed. If she suggested alterations they were made. Mrs. Henley possessed a rich fund of reminiscences and personal anecdotes of the literary personages of the past half-century. Among others, she told the story of the narrow escape of the manuscript of the earlier poems of Rudyard Kipling. It had been consigned to the care of her brother, Capt. Boyle, when master of a steamer on the Calcutta passage, for conveyance to Henley. The valuable package was placed by the captain in a locker in his cabin, but for two trips it escaped his memory, and only by chance he one day found it.

NEW VESSEL FOR FAR EAST.

Scott's Shipbuilding and Engineering Company, Glasgow, have launched the passenger and cargo steamer *Dunfermline*, which they have built for the Bangkok, Hongkong, and Swatow service of the China Navigation Company. The vessel, which is 350 feet in length over all, 40 feet in breadth, 34 feet in depth, and of about 3,700 tons gross, is of the screw deck type, with two complete 'tween decks for third-class passengers, and a large deckhouse under the promenade deck for 25 first-class passengers; while there will also be, on the promenade deck, accommodation for six European passengers and the ship's officers. The propelling machinery will consist of a Brown-Curtis type, operating a single screw, and obtaining steam from three double-ended, cylindrical boilers working under Howden's system of forced draught at a pressure of 220 lb., and using oil fuel. The engines will develop 2,300 h.p., with the propeller running at 9 r.p.m., and will give the vessel a service of about 13 knots.

CHURCH OF SCOTLAND BILL.

A Bill of great importance to Scotland, dealing with the property of the Church, is this week before the House of Commons. Such opposition to the Bill as comes from those who preach Home Rule or urge Disestablishment is merely vociferous clamour, receiving little genuine public backing. Disestablishment now raises no enthusiasm in Scotland. The world is but an echo of a dead controversy, whose terms are not appropriate to the ecclesiastical position in Scotland to-day. Apart from questions of detail, the Bill has the support of the great body of Scottish people, who see in Church life of the greatest gain for the religious life of the community, and who recognise that the Bill is an important and a necessary step in that direction. Indeed it is the Union of the two great Presbyterian Churches, which is the driving force behind the Bill. Fortunately, the opponents are not numerous in Scotland, and we look forward with confidence to legislation which will pave the way for the rebuilding of what has well been called "the freest Church in Christendom."

There is a great demand for the presence of Mr. Eric Liddell of Edinburgh University, the Olympic Champion, as revival and temperance meetings, and as well as drink, and so they did. When, however, a man tried to keep that up for four or five years it was then, that the effect began to tell. It had to pay its price in the long-run. Why was it that, if alcohol had no effect on a man, people cut it out in their training of the athletes?

WOMEN STUDENTS A DISTRACTION.

Professor Grierson, of Edinburgh, has aroused the wrath of the more militant members of the sex. He says that while in many respects women coming to the University had been a great gain, there was no doubt on the other hand it had brought some disappointment. At first it was all right—when these came only who were fitted to benefit and were prepared to do the necessary work. But they were suffering from an influx of women who were not really qualified to benefit by the University. There had been an enormous increase of what one might call frivolity—mere dancing and entertainment, that were really a serious obstacle, a difficulty and distraction for the young men at a time when they ought to be putting in their whole weight into their work.

"WHAT'S LIKE US?"

Glasgow people display in all conventional matters the utmost acuteness. When the war broke out all the shipping men came out on the top of the boom. They sold their ships to the English, and took a thoroughly satisfactory revenge for Flossen. There were no Glasgow shipowners just now. They were all biding their time to come in again, when another boom was in prospect. That is the opinion expressed by Mr. Macquisten, M.P.; but it should be remembered that he was addressing some of his West Country neighbours who are exiled in London after a good dinner. He went on—"It was said that every fourth Scotman was a Glasgow man. But since we had got peace with Ireland, it was said that every fourth man in Glasgow was an Irishman, and every second child an Irish child. But they would ultimately make Scots of them all." According to Mr. Macquisten, there were also a large proportion of the "chosen people" in Glasgow. To show how they regarded themselves as true Scots, however, he recalled the case of a small Jewish girl in Glasgow who quarrelled with an English girl. The latter was extolling the virtues of London, and at last the Jewish child, becoming exasperated, exclaimed, "Veil, we beat you at Bannockburn, anyway!"

Sir Ernest Benn, who also spoke at the dinner, claimed to be a Cockney, and flaunted his Scots hearers in an enjoyable fashion. He said that an American lawyer told him the other day that if a man had a Scottish accent they added 50 per cent. to his salary at once, and that went right through the whole social system. Going back to the days, when the Scots and English made raids on each other's countries, he said that at one time a small party of raiding Scots were in Manchester, and the question arose as to how they were to be got rid of. The burgesses of Manchester met, and decided that out of the city funds they would give each of the raiders four groats to go back to Scotland. This was done, with the result that it was not long before Manchester was swarming with Scots.

OLD CURIOSITY SHOP FIRE.

A fire broke out recently in the Old Curiosity Shop, Portsmouth, Street, Kingsway, W.C., said to be the original shop referred to by Dickens. Passers-by saw smoke coming from the roof and the second storey windows. The fire brigade arrived within a few minutes and extinguished the fire before much damage was done to the building, which is very old.

The Old Curiosity Shop is at present unoccupied and workmen were painting the interior. On the day the outbreak occurred a fire had been burning in the upstairs grate and it is believed that a burning ember set light to rubbish on the floor.

MILITARY DISCOVERIES.

FAMOUS SOLDIER ON THE NEXT WAR.

Field Marshal Sir William Robertson provided at a lecture given at the Royal United Service Institution, Whitehall, by Colonel D. J. C. K. Bernard on "The Crossing of Rivers in Warfare."

The lecturer threw out the suggestion that probably in years to come tanks would be enabled to take troops across rivers just as they now did over dry ground. In the last war river crossings did not play a prominent part during 1915, 1916, and 1917, in the main theatre of operations, although they were important at the beginning and end of hostilities. If a war of movement was to break out, the crossing or defence of rivers, which formed particularly good obstacles against attacks, was bound to play a very important part. He suggested the following three points for consideration. In the first place, leaders should study the question beforehand; secondly, the troops should have been trained in peace for their task; and thirdly, units and formations should be provided with adequate and suitable equipment.

One found in studying the question of river crossing that nearly all attempts made to cross a river held by an enemy had been successful. Training in bridging and peace time was a matter of great importance. He considered that such training ought to consist entirely in teaching the Engineers how to make bridges and not in instructing the infantry how to cross them. That included such points as helping the Engineers to get the bridges where they were wanted. It was of no use attempting to turn the infantry soldiers into half-trained Engineers. With proper peace training and adequate equipment there was no reason why rivers should not be crossed at the shortest notice. Bridging equipment must be ready on the spot. Rivers were still obstacles to tanks, and for that reason were likely to play an important part in the next campaign.

OPEN WARFARE.

After a discussion the Chairman said that a lecture of that type was a recognition of the fact that there was still some such thing as movement to be thought about in war. The last war was not necessarily a type of the next one by any means. Ever since wars had been won by brains rather than by brute force there had been a great deal of study and attention devoted to getting ready for the next war, and in order to keep pace with the changing conditions millions of money had been spent in the purchase of material which had been scrapped as obsolete almost as soon as it was issued. Notwithstanding all these efforts the next war would always be full of great surprises.

Preparations had proved to be wrong in many respects. They were told by the wise men—especially the young ones—that the mistakes need not have been made. The reason of the mistakes was that we had thought so much of the last war and not enough of the next one. In other words we had not shown enough imagination. There was a great deal of truth in that, but there was also some truth in the statement that the chief errors of preparation had been due not a little to the neglect to learn the lessons of the wars before the last one. He agreed to that. We had not made sufficient study of military history. All great commanders had been very keen students of it and there had been nothing in present-day conditions to render the study of military history less important now than ever it was.

HOME FREEMASONRY.

A NEW LONDON LODGE.

Athlon Lodge, No. 4874, has been consecrated at the Restaurant Frascati, Oxford Street, by the Grand Secretary, Mr. E. Colville Smith, assisted by the following Grand Officers: Messrs James Stephens, J. R. Pakeman, Canon H. Curtis, J. S. Granville-Grenfell, and Major Robert Macquisten, M.P., the thirty-one founders, Mr. W. M. Bernard, L.E., was installed first Master. The following were appointed the officers:

Sir Kynaston Studd, P.G.D., Acting I.P.M.; G. V. A. Schofield, P.A.G.D.C., and H. J. Barclay, L.R., Wardens; Rev. C. E. Roberts, P.G.C., Chaplain; J. Shearman, P.P.J.G.W., Dorset, Treasurer; C. J. Pratt, P.G.Sd.Br., Secretary; J. Sullivan, P.G.Sd.Br., Director of Ceremonies; E. J. M. Owens, L.R., Assistant Director of Ceremonies; H. Newbold, P.P.S.G.W., Notts, and J. Russell Rose, Dorset, W. Claude Kirby, Almoner; A. W. Clay Thomas, Esq., G.D., Gordon C. Innes, Assistant Secretary; W. J. Fowler, Inner Guard; H. C. Dummett, A. E. Baile, L.E., H. C. Lomax, and S. G. Moss, Stewards; Andrew Kenn, P.P.G.S.W.B., Surrey, Tyler. Among other founders was Lieut. Col. Sir Emmanuel Hoyle, P.P.I.G.D., Yorks.

Honorary membership was conferred upon the consecrating officers, and a proposal was made that the lodge should be known as a Hall, Stone Lodge of the Masonic Million Memorial. Among the guests present were Viscount Lascelles and Lord Kensington.

POLICE COURT ITEMS.

As the result of injuring his elder brother with a chopper while playing, so seriously that he had to be removed to the Government Civil Hospital, a young Chinese was charged before Mr. J. E. Wood at the Central Magistrate's yesterday and remanded for a week.

Before Mr. E. W. Hamilton at the Kowloon Magistrate's yesterday, a young Chinese was charged with stealing six rattrap chains from the "Do Be Chain" Company's godowns at Yee Cho Street, Sham Shui Po, on the previous Thursday. Defendant, who was stated to have been a packer there for a period of three days, was sentenced to one month's imprisonment with hard labour.

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Ends Pain, Kills Germs
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Zam-Buk, therefore, is always the safe speedy healer to apply in skin troubles of all kinds. Recent advices to hand from Shanghai indicate that Zam-Buk was used extensively with great benefit in the late war.

CHRONIC LEG WOUND.—Sgt. S. Blong of the Baluchistan Police Force, Thana, Quetta, says:—"I was severely kicked by a horse and sustained a deep wound that went down to the bone. Swelling and inflammation set in, proud flesh formed and the limb was full of pain. Zam-Buk quickly cleared the deepsores of all foul matter and effected a complete cure."

SPORTS ACCIDENTS.—Mr. P. M. Ghose, "N" Sporting Club, 115, Muthingay, Allahabad, says:—"I have never come across such a wonderful healer as Zam-Buk. One day I had three fingers crushed by a severe blow from a hockey-stick. I dressed the injuries with Zam-Buk, and after the pain had subsided the flesh healed nicely. I continued with Zam-Buk, and soon healthy new skin grew over the wounds."

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PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAMSAY.]

Paris, February 28th.

HAND-PAINTED EVENING FOOTWEAR.

Ever since the popular little Duchess of York appeared in hand-painted evening footwear, the vogue has spread until now women who want to be considered smart must think of wearing nothing else. The foundation of these is satin, chosen mostly in delicate shades, although there are some exquisite models in old gold, bronze and black to be seen. On the toe-caps of these and tapering off along each side are the daintiest of designs painted on in delicate shades to match the colour of the satin so that the whole affair is as dainty and charming as heart of coquette could wish. The effect of daintiness is added to many shoes of this type by a powdering of tiny crystal beads sown on at scattered intervals. One particularly pleasing model I noticed in one of the exclusive shoe shops was in mauve satin and it was finished with a design carried out in gold: another, in grey satin, was finished with designs of full blown roses and rosebuds painted on the vamp and the quarter of the shoe; it was still further ornamented by insertions of silver brocade into the pump. An idea in evening footwear that will appeal to those who cannot afford the luxury of these hand-painted models (for the trouble is that one must have a pair to match each evening ensemble) is the instep buckle that can be attached to any number of shoes. This is an open-work buckle that moulds the shape of the instep fitting over this and under the waist of the shoe in a complete oval. The buckle can be left plain so that the stocking shows through the openwork portions or else a piece of brocade, coloured kid or brilliant lame can be slipped underneath so that the effect of brilliance and colour is enhanced.

COLOURFUL HATS.

As a relief from the black hats that have been forced on long-suffering woman-kind for so long, milliners are preparing the most colourful of models for the coming Spring. One of the biggest milliners is launching her entire collection in a shade that is not so trying as magenta yet not so insipid as pink. Others are adopting a definite magenta, with occasional models in deep blue, violet and bright green shades. Of course, there will be plenty of black hats about; this is a colour which never could really disappear from the fashion horizon again now that dressmakers and milliners have discovered ways and means of making it the smartest and most becoming of all colours to all types of women; and, also, there will be a great many models in all shades of brown to match the brown frocks and light coats that will be in vogue. The narrow straight line still holds good for hats, and although brims will be slightly wider, the difference is so slight as to be almost unnoticeable. The tall, square-crowned hats that were brought in at the beginning of the season are so very difficult for some faces to wear that there has been more or less of a revolt against them, and the problem milliners are now setting themselves is to create hats that will keep the narrow straight line that is so essential these days to smartness and yet produce millinery that will afford a becoming frame to the majority of faces. Tall, square-crowned hats are decidedly for the minority who can look well in them. One idea has been to replace the square crown by a round one slightly higher than those which follow the shape of the head, and to add a still greater effect of height to these by placing circular ornaments in such positions that they enhance the effect of height. Not only do these ornaments achieve this purpose but they also enable one to add just that touch of individuality which is so desirable in one's clothes, merely by placing an ornament in front, at the side or sweeping round from the back. Gilt, jet, ornamental leather, clipped feathers and curled ostrich are among the mediums which are being called into use for the fashioning of these ornaments. The hats that are being made to accompany sports costumes are destined for the sunshine of the Riviera, and are of soft flexible straw or of cloth to match that of which the suit itself is made. The ornaments that trim hats of this kind are usually made of grosgrain ribbon.

COLOURED WIGS.

One of the surest signs that the continued rage for shingled and bobbed hair is getting the coiffeurs "rattled" is their renewed attempt to launch coloured wigs. So that they shall make an entirely new appeal not to be confounded with any previous attempt, these new wigs are all made of materials that make them look as artificial as possible; and they are chosen in colours that belong to anything rather than to hair. For instance, heavy silk floss wigs are what one sees most of; tow, exactly like the dry, unpleasant looking substance that used to decorate the heads of our dolls in childhood days, is another medium of soft coiffeurs are using, whilst, for those who prefer brilliant effects, there are wigs made of drawn silver and gold and other metallic substances. The colours one sees most are violet, silver, yellow, lettuce green and cyclamen pink. Dressmakers are joining forces with coiffeurs and creating dresses that will harmonize with the wigs. I saw a lovely model in silver finished with great bows of black velvet that Poiret had designed specially to be worn with a beautiful wig of silver floss. The method of dressing these wigs even varies. Sometimes it follows the severe, formal lines of modern coiffures, at others it reverts to the elaborate curls and puffs of the 18th century. Coiffeurs and dressmakers alike are advocating coloured wigs for women who are rather devoid of natural colours themselves, as a means for introducing colour into a black or white ensemble or else for completing a general scheme of colour harmony.

WOOLLEN CHEEP FROCKS.

Very few of the simple little woolen and crepe frocks that are now being worn under thick coats are considered complete unless they are fitted with a small side-pocket or breast pocket, which is placed there for the sole purpose of accommodating a coloured handkerchief that adds the necessary finishing touch of colour to the frock. What one might

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call a continuation of this idea is the handkerchief which is provided with a tiny purse sewn onto the middle of the handkerchief, and in which the powder puff and rouge that modern ideals of beauty demand of us can be carried.

LINGERIE.

As straight, clinging lines are the vogue for dresses, the same lines must necessarily prevail for lingerie. Therefore, there has been a wholesale banishing of the frills and puffs and ruffles that used to make such dainty garments only a short time ago. They have been replaced by trimming equally dainty if far more simple. Embroidery, hand made of course, is one of the most popular methods. The latest idea is to finish off lingerie with a border of double net and to apply to this designs cut out and embroidered of the material of which the garment is fashioned. A simple but to-hole stitch is all that is needed to execute designs of this kind, but it must be done very closely and carefully, and the material must be cut afterwards with the utmost caution so as not either to cut the net underneath or clip into the buttonhole stitch. Any formal look that this might require is averted by adding tiny tendrils of embroidery—merely scrolls or slips of vine tendrils will do—jutting out from the applique onto the net itself.

Silk voile, with the cotton variety for those who cannot afford the other, is a very popular material for lingerie just now as it is thin so that it takes up no bulk and silky so that it allows the dress to cling easily into the figure—for, needless to say, the petticoat is a vanished garment and dresses are worn straight over the knickers and singlet. Crêpe de Chine, also, is used a great deal as it washes and lasts so much better than the silk, although it is perhaps done to heart out with. Quite straight lines prevail in the singlets, the Empire pattern being the most favoured, leaving off under the arms and finishing with narrow straps over the shoulders. An edging of doubled net is all that is needed as a trimming with a design of the embroidery I have just described added if one wishes to bring one's lingerie up to date and make it look as dainty as possible. The knickers are edged in the same way. The materials most in vogue now are kasha, taffetas, ottoman silk and light tweeds. Kasha, of course, is the material par excellence for sports wear as for those sharp, sunlit days when we love to get out into the country for a brisk walk or for a game of our favourite golf or tennis. It is being made in such delightful pastel shades as well as in cream and natural wool shades that it is little wonder it is proving to be quite the most popular material that has been invented for sports wear. Taffetas is to be seen a great deal at night, whether in the form of dinner or theatre dresses or in that of the bouffant period frocks that are so becoming as dance frocks to young girls. Ottoman silk is figuring in the guise of the long coats, trimmed with bands of fur or

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**THERAPION No. 1
THERAPION No. 2
THERAPION No. 3**

grebe that are such a delight to pull on over a little afternoon frock, when the weather will permit us to discard our heavier coats, whilst the tweeds that have come back into favour, are to be seen in any quantity for those who care to stroll along the smart streets of a morning and watch the correctly-tailored women who are to be seen at this time of the day shopping, for all will be sure to be wearing simple tailored suits or coats of this becoming fabric.

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SHIPPING.

PACIFIC MAIL OUTBIDS DOLLAR. BIDS FOR "PRESIDENT LINERS."

The bids for the "President" liners, which have been the subject of so much discussion, were opened in Washington and a rather startling situation came to light, when it developed that The Dollar Line, as such, had made no bid for any vessels, passenger or freight.

So much has been said and written and so much publicity given to the possibility of the Dollar Line purchasing the ten "President" ships now operated by the Pacific Mail s.s. Co., and the Admiral (Oriental) Line, that it was confidently expected that their bid would be a serious one.

From cable information received, Mr. Stanley Dollar and associates, whose names are not given, made a bid for their own account for the steamers operated by the Pacific Mail, which, if accepted, would result in control of the Pacific Mail Service and might thus force the oldest American Service out of existence, leaving the new interests, if they so desired, free to secure the remaining vessels and eventually to control the Pacific, in so far as American trade is concerned.

The Pacific Mail s.s. Co.'s bid is the highest offered, being U.S. \$86,750,000, while that of Mr. Stanley Dollar is U.S. \$85,625,000. These two figures speak for themselves, especially when considered in the light of the cheap price at which the Dollar Line recently acquired their Round-the-World vessels.

The U.S. Shipping Board are expected to give their decision on the bids this week and this decision will be awaited with interest by shipping circles engaged in Trans-Pacific trade.

NIPPON YUSEN KAISHA.

IMPROVEMENT IN SERVICE TO EUROPE.

The new N. Y. K. schedule of regular mail, passenger and freight service to Europe, which will come into effect after the sailing hence of s.s. *Kashima Maru* on 5th April next, has now been worked out embodying very important improvements in the running service.

One of the features of the schedule is the alteration of the sailing day at Hongkong from Wednesday to the Saturday following, thus keeping an interval of one week with the sailing date of the P. & O. mail steamer, instead of being four days behind as at present.

The most notable innovation introduced in the new N. Y. K. schedule, however, is the shortening of the duration of voyage, as the running time of steamers from Hongkong to Marseilles will be made within 29 days, instead of 31 days as at present. This lessening by two days of the run will be done at much additional expense, but the Company feels that it must be done, irrespective of expense, in order to satisfy the popular demand for these days for fast mail, passenger and freight services.

The new schedule will commence with the s.s. *Hakone Maru* to sail hence on Saturday the 25th, April. Thereafter the sailings will be every fortnight.

SHIPPING NOTES.

The silk which left here by the P. & O. s.s. *Kashima* on February 21st was delivered in Marseilles on March 21st, a transit of 28 days.

VESSELS EXPECTED.

Agamemnon (Blue Funnel), due April 10th.
Benbow (Ben Line), due March 28th.
Cathlamet (Blue Funnel), due on or about April 15th.
Empress of Russia (C.P.R.), due tomorrow.
Hector (Blue Funnel), due March 30th.
Mercurius (Blue Funnel), due on or about April 13th.
Mentor (Blue Funnel), due April 15th.
Phenix (Blue Funnel), due on or about March 28th.
President Harrison (Dollar), due April 27th.
President Madison (Admiral Oriental), due tomorrow.
President Monroe (Dollar), due April 13th.
Tatna (P. & O.), due to-day.

INFLUENZA EPIDEMIC IN U.K.

The Registrar-General last month reported a great increase in influenza deaths in the great towns. There had been 1,639 in a month, and a further increase was expected, according to the doctors. Nearly 6,000 of the 40,000 school-children in Bradford were absent from school, and in Leeds 8,000 were away.

CINEMA NOTES.

CORONET THEATRE.

Three women all seeking the love of one man and that one man greedy for money—this is the unusual twist that is given to the eternal triangle problem in "Three Women," the big feature film now showing at the Coronet Theatre. How the man plays with the affections of all three in turn, a mother, a daughter and a sweetheart, which one he eventually marries, and the startling climax are things that are not to be told here but are to be seen in the dramatic sequence skillfully depicted upon the screen.

QUEEN'S THEATRE.

In Mac Murray's newest Metro picture "Fanny Hill," which is presented by Robert Z. Leonard at the Queen's Theatre, most of the scenes are laid in Spain. The interior settings were designed by Charles Cadwallader, who built the Paris café scene for Miss Murray's previous picture, "Peacock Alley." The designs for these scenes were obtained through models at the Metropolitan Museum and from Spanish books of household design. But, in order to avoid the possibility of any detail being criticized by the Spaniards themselves when the picture is shown in Spain, a Spanish artist, Francis Cugat, inspected every "set." His job was to go with a fine comb over every detail to see that it was thoroughly "Spanish."

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SAILINGS SUBJECT TO ALTERATION.			
BANGKOK via SWATOW	"CHANGSANG"	Tuesday, 24th Mar.	Noon
KORE via MOJI	"NAMSANG"	Tuesday, 24th Mar.	3 p.m.
STRAITS & CALCUTTA	"LAISANG"	Tuesday, 24th Mar.	3 p.m.
MANILA	"YUENSANG"	Wednesday, 25th Mar.	3 p.m.
TSINGTAU via SWATOW	"LOKSANG"	Wednesday, 25th Mar.	7 a.m.
ANTUNG via SWATOW	"TUNGSHING"	Thursday, 26th Mar.	7 a.m.
SHANGHAI via SWATOW	"WOSANG"	Friday, 27th Mar.	7 a.m.
SHANGHAI via SWATOW	"LEESANG"	Sunday, 29th Mar.	10 a.m.
HAIPHONG	"KUMSANG"	Monday, 30th Mar.	3 p.m.
STRAITS & CALCUTTA	"HOPSANG"	Tuesday, 31st Mar.	10 a.m.
BANGKOK via SWATOW	"TUNGSHING"	Tuesday, 31st Mar.	7 a.m.
SHANGHAI via SWATOW	"CHIPSANG"	Wednesday, 1st Apr.	Noon
TIENTSIN	"MAUSANG"	Wednesday, 1st Apr.	Noon
SANDAKAN	"MINGSANG"	Sunday, 5th Apr.	10 a.m.
HAIPHONG			

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS:—

CALCUTTA-HONGKONG-JAPAN LINE	EVERY TEN DAYS
SHANGHAI-HONGKONG LINE	EVERY THREE DAYS
HONGKONG-MANILA LINE	EVERY SATURDAY From Box Post
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HONGKONG-TIENTSIN LINE	EVERY FORTNIGHT
HONGKONG-BANGKOK LINE	EVERY WEEK

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U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENGARRY"	31st March
"GLENSHANE"	13th Apr.
"GLENNAP"	16th Apr.
"GLENSANDA"	5th May
"GARMARTEENSHIRE"	14th May

HOMEWARDS.

Vessel	Leaves Hongkong	Discharge
"GLENNIFER"	6th Apr.	London, Rotterdam & Hamburg via Oran.
"GLENGGLE"	18th Apr.	London, Rotterdam & Hamburg via Oran.
"GLENGARRY"	31st May	London, Rotterdam & Hamburg via Oran.

Movements are subject to change without notice.

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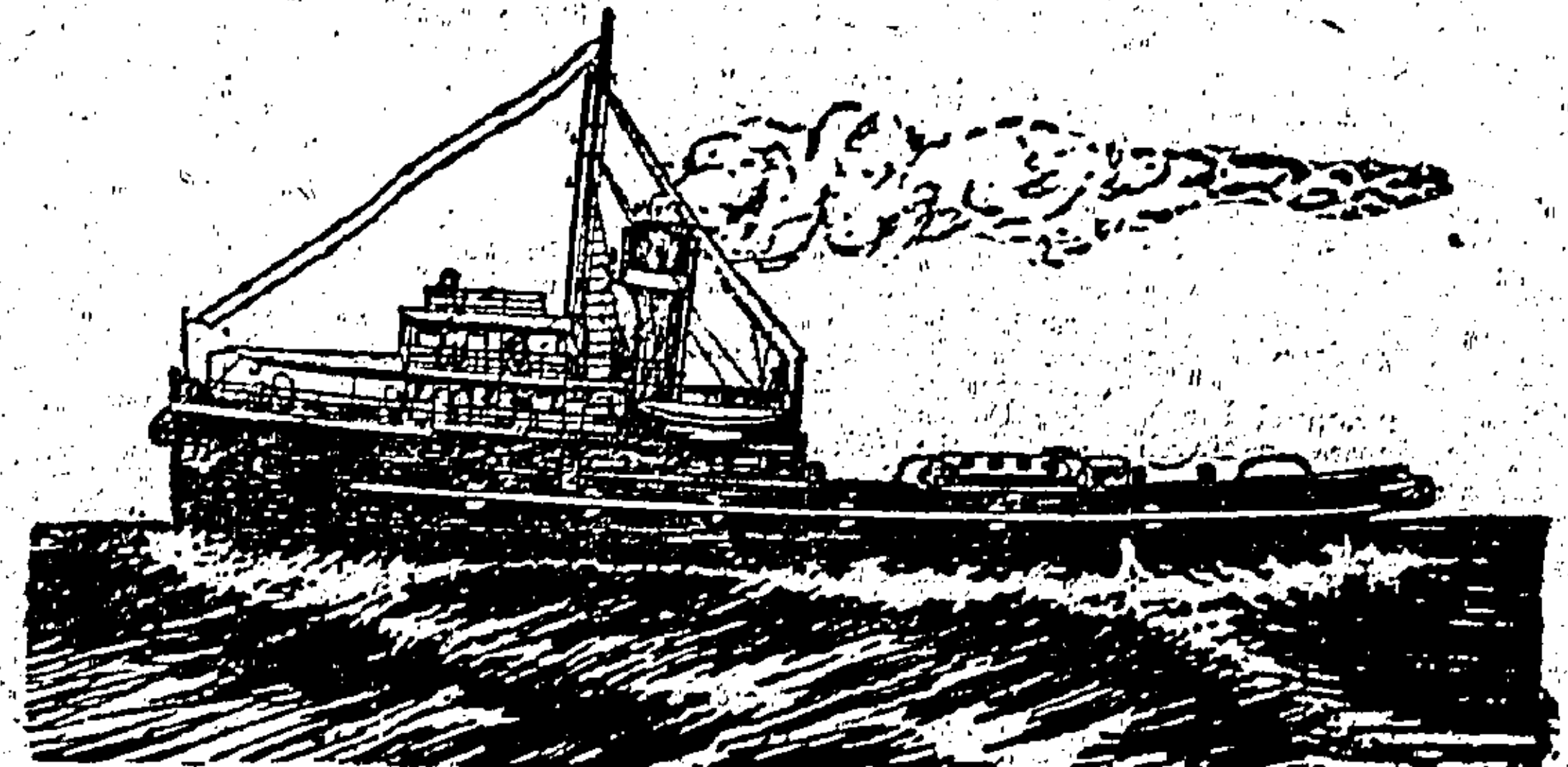
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 SS. "CITY OF BOMBAY" ... via Suez Canal ... 10th Apr.

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SS. "COPENHAGEN" ... via Suez Canal ... 31st Mar.

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SS. "TYDEUS" ... via Suez Canal ... 28th Mar.
 SS. "CITY OF DURBAN" ... via Suez Canal ... 7th Apr.
 SS. "HELENUS" ... via Suez Canal ... 18th Apr.
 SS. "CITY OF BOMBAY" ... via Suez Canal ... 25th Apr.

* Calls New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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Mail Steamers	Next Sailings from Hongkong	Pro. Arr. at Hongkong and Sailings for S'hai, and Japan.	Probable Sailings from Hongkong for Europe.
COMPAGNE	—	—	25th Mar., 1925
ANGERS	—	—	15th Apr., "
PAUL LECAT	26th Feb., 1925	31st Mar., 1925	15th Apr., "
ANDRE LEBON	12th Mar., "	14th Apr., "	10th May, "
AMBOISE	28th Mar., "	27th Apr., "	24th May, "
CHATELAIN	9th Apr., "	11th May, "	7th June, "
PORTHOIS	23rd Apr., "	25th May, "	21st June, "

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S.S.	Tons	From Hongkong (about)	Destination
"SICILIA"	6,812	2nd Apr.	S'pore, Penang, Colombo & B'way.
"MANTUA"	10,902	4th Apr., Noon	Marseilles & London
"KARMALA"	9,188	18th Apr.	Mars. L'don., A'werp & Hull
"NAGPORE"	9,383	18th Apr.	S'pore, Penang, Colombo & B'way.
"LAHORE"	9,383	32nd Apr.	Singapore & Bombay
"MACEDONIA"	11,089	2nd May	Marseilles & London
"SARDINIA"	6,884	18th May	S'pore, Penang, Colombo & B'way.
"NAGPORE"	6,884	26th May	Marseilles & London
"SOUDAN"	6,884	28th May	S'pore, Penang, Colombo & B'way.
"SICILIA"	10,911	30th May	Marseilles & London
"KALYAN"	8,813	9th June	S'pore, Penang, Colombo & B'way.
"MALWA"	9,144	13th June	Mars. L'don. & Antwerp.
"KASHMIR"	8,883	11th July	Mars. L'don. & Antwerp.
"SARDINIA"	6,884	22nd July	S'pore, Penang, Colombo & B'way.
"MANTUA"	10,902	25th July	Marseilles & London
"KASHMIR"	9,006	8th Aug.	Marseilles & London & A'werp.
"MACEDONIA"	11,089	22nd Aug.	Marseilles & London
"KARMALA"	9,188	19th Sept.	Marseilles & London & A'werp.

BRITISH INDIA-APCAR SAILINGS

S.S.	Tons	From Hongkong (about)	Destination
"TAKADA"	4,946	3rd Apr.	Singapore, Penang & Calcutta
"TALMA"	10,000	20th Apr.	do.
"TILAWA"	10,000	29th Apr.	do.
"TALAMBA"	8,018	6th May	do.
"TAKLIWA"	7,936	18th May	do.
"TAIBRA"	7,936	24th May	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ARAFURA"	6,000	1st April	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	28th April	Island, Townsville, Brisbane, Sydney & Melbourne.
"TANDA"	6,000	3rd June	do.
"ARAFURA"	6,000	1st July	do.
"ST. ALBANS"	4,500	29th July	do.
"TANDA"	6,000	2nd Sept.	do.

* SS. "ARAFURA" will call at Hoile and Kolambagan but omits Sandakan.

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hongkong, Cebu, Kolambagan, Tawau, Timpore, Darwin, or other ports en route as indicated on notice.

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The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"TALMA"	10,000	28th Mar.	S'hai, Moji, Kobe, Osaka & Y'hamo.
"MACEDONIA"	11,089	3rd Apr.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	4th Apr.	Moji & Kobe.
"TILAWA"	10,000	14th Apr.	Shanghai & Kobe.
"TALAMBA"	8,018	17th Apr.	Shanghai, Moji & Kobe.
"SARDINIA"	6,884	23rd Apr.	do.
"NAGPORE"	6,884	25th Apr.	Kobe.
"TAKLIWA"	7,936	1st May	Shanghai, Moji & Kobe.
"MOOREA"	10,911	1st May	do.
"SOUDAN"	6,884	1st May	Shanghai, Moji & Kobe.
"TALMA"	7,936	3rd May	Kobe.
"TANDA"	6,000	9th May	Kobe & Kobe.
"KALYAN"	8,813	15th May	Shanghai, Moji & Kobe.
"MALWA"	9,144	15th May	Shanghai & Kobe.
"ARAFURA"	6,000	29th May	Shanghai, Moji & Kobe.
"KASHMIR"	8,883	6th June	Moji & Kobe.
"MANTUA"	10,902	13th June	Shanghai, Moji & Kobe.
"SARDINIA"	6,884	28th June	do.
"ST. ALBANS"	4,500	28th June	Shanghai & Kobe.
"KASHMIR"	8,006	4th July	Shanghai, Moji & Kobe.
"SOUDAN"	6,884	10th July	Shanghai & Kobe.
"MACEDONIA"	11,089	10th July	Shanghai, Moji & Kobe.
"KARMALA"	9,188	24th July	Shanghai, Moji & Kobe.
"SICILIA"	6,813	7th Aug.	Shanghai & Kobe.
"TANDA"	6,000	8th Aug.	Moji, Kobe & Yokohama.
"KALYAN"	8,813	20th Aug.	Shanghai.
"MACEDONIA"	11,089	24th Aug.	Moji, Kobe & Yokohama.
"KARMALA"	9,188	24th Aug.	Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	3rd Oct.	Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

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HAIPHONG	—	Capt. E. H. Walker	Friday, 27th Mar. at 1 p.m.
HAIPHONG	—	Capt. A. H. Stewart	Tuesday, 31st Mar. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Elks Bar).

Round Trip Tickets will be issued from Hongkong to Fuchow (Fuchow, Amoy, and Swatow) by the same Steamers by the "HAIPHONG", "HAIPHONG", and "HAIPHONG" at the Reduced Rate of \$200 including Meals while the Steamer is in Port.

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General Managers.

CHINA NAVIGATION CO., LIMITED.**SAILINGS SUBJECT TO ALTERATIONS.**

Port	Steamer	Date of Departure	D.L.
AMOI & SHANGHAI	"SICHUAN"	On 24th Mar.	10 a.m.
HAIPHONG	"SICHUAN"	On 24th Mar.	10 a.m.
SHANGHAI & TSINGTAO	"SICHUAN"	On 24th Mar.	10 a.m.
SHANGHAI & NEWCHOWANG	"SICHUAN"	On 24th Mar.	10 a.m.
SWATOW & SHANGHAI	"SICHUAN"	On 24th Mar.	10 a.m.
HAIPHONG, CEEFOO & WARTEN	"SICHUAN"	On 24th Mar.	10 a.m.
HOIHOW & HANGKOW	"SICHUAN"	On 24th Mar.	10 a.m.
SHANGHAI & TSINGTAO	"SICHUAN"	On 24th Mar.	10 a.m.
SWATOW & HANGKOW	"SICHUAN"	On 24th Mar.	10 a.m.
SWATOW & SHANGHAI	"SICHUAN"	On 24th Mar.	10 a.m.
AMOI & SHANGHAI	"SICHUAN"	On 24th Mar.	10 a.m.
SWATOW & SINGAPORE	"SICHUAN"	On 24th Mar.	10 a.m.
HAIPHONG	"SICHUAN"	On 24th Mar.	10 a.m.
SHANGHAI & TSINGTAO	"SICHUAN"	On 24th Mar.	10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"SICHUAN"	On 24th Mar.	10 a.m.

SHANGHAI LINE—Excellent Saloon accommodation amidst ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Mondays (via Swatow and extending to Fuchow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken, as through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wootung.

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HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS

Steamer	Date of Hongkong on or about	Date to sail for Manila, Port Bango, Thursday, 1st, & Australia on or about
"CHANGSHA"	25th March	31st March, at 11 a.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provision, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

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 SS. "SILVIO PELLICO" (cargo only) ... Sails about 18th Apr.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

SS. "PERSIA" ... Sails about 3rd Apr.
 SS. "DUCHESSA D'AOSTA" ... Sails about 3rd May

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SS. "UMONA" ... Sails about 18th April
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Regular Passenger and Cargo Service to South African Ports.

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 For HAIPHONG via Hoihow & Pakhoi
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 Branch Office: 27, Nathan Street, Wanchai, Hongkong.
 Tel. Central No. 124.
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POST OFFICE NOTICE

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

The transmission of Radio Telegrams to Swatow is suspended.

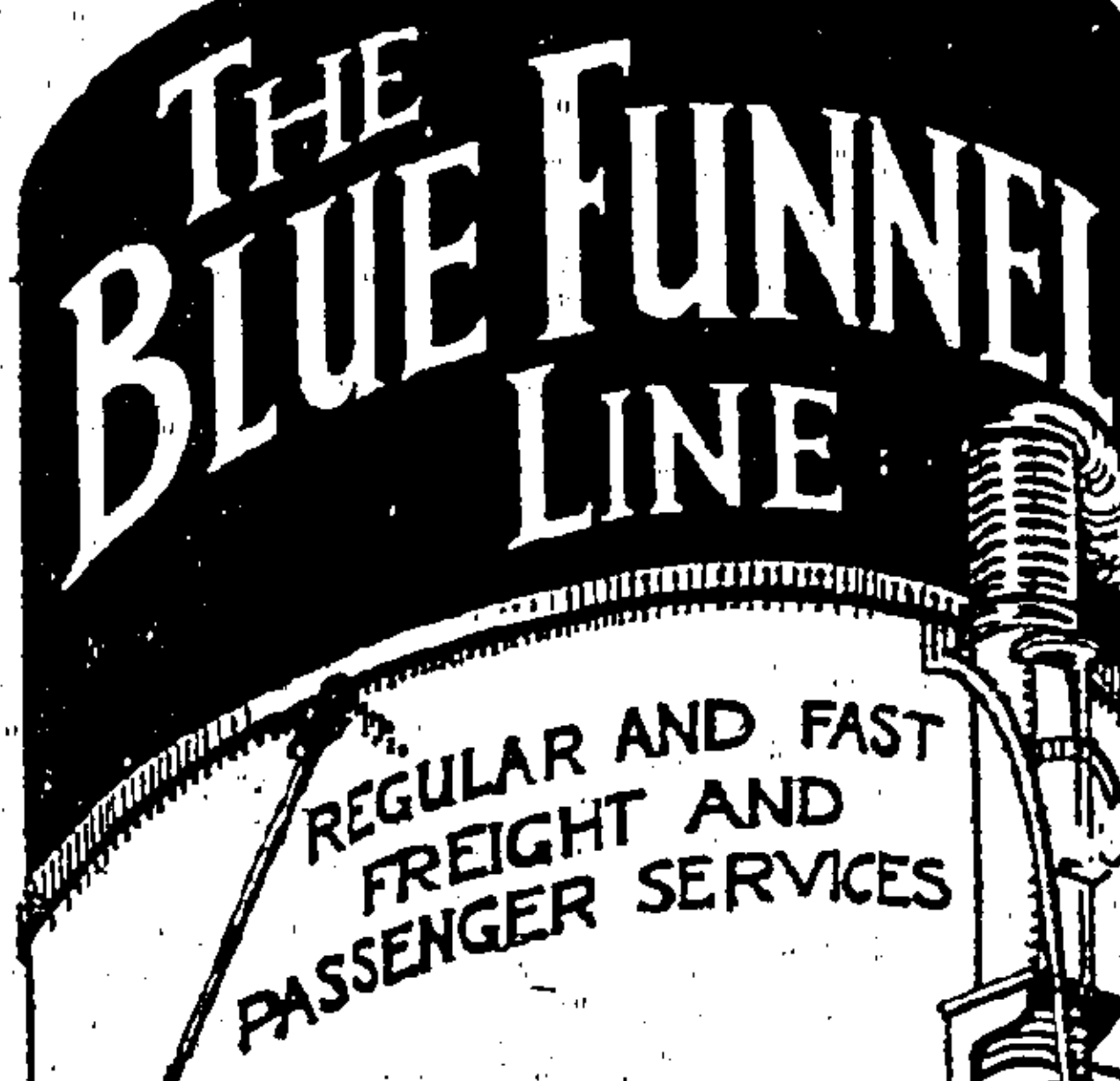
INWARD MAILS.

FROM	PAK	DATE
JAPAN & SHANGHAI	Aburatsubo	24th March
STRAITS	Shantung	24th March
SHANGHAI	Shantung	24th March
U.S.A., CANADA, JAPAN & SHANGHAI	Emp. of Russia	25th March
AUSTRALIA AND MANILA	Chongchun	25th March
SHANGHAI	Chongchun	25th March
JAPAN AND SHANGHAI	Chongchun	25th March
MANILA	Empress of Russia	25th March
AUSTRALIA AND MANILA	St. Albans	31st March
CANADA, U.S.A., JAPAN & SHANGHAI	Emp. of Russia	10th April

OUTWARD MAILS.

FOR	PAK	DATE
Swatow & Bangkok	Chakung	Tuesday, 24th, 8.30 A.M.
Japan, Canada, U.S.A., Central & S. America, & EUROPE via Victoria, B.C.—due Victoria, B.C., 15th April	Achilles	Registration 8.45 A.M. Letters 10.30 A.M.
Shanghai	Tianlak	10.00 A.M.
Fort Bayard, Hoihow & Haiphong	Song Bo	10.00 A.M.
Java via Batavia	Bandoeng Maru	10.00 A.M.
Japan	Amoyang	12.30 P.M.
Straits and Calcutta	Lausang	1.00 P.M.
Swatow, Amoy and Foochow	Haining	2.00 P.M.
Swatow	Lokang	5.00 P.M.
Shanghai and EUROPE via Siberia (Correspondence specially superimposed "via Siberia" only)	Emp. of Russia	5.00 P.M.
Haiphong	Tan	Wednesday, 25th, 8.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 25th April	Aburatsubo	Registration 8.45 A.M. Letters 9.30 A.M.
Shanghai	Lokow	10.30 A.M.
Java via Batavia	Tianlak	11.30 A.M.
Manila	Tianlak	11.30 A.M.
Swatow, Amoy and Foochow	Amoyang	1.00 P.M.
Swatow	Amoyang	2.00 P.M.
Shanghai	Shantung	Thursday, 26th, 10.30 A.M.
Straits	Yen Overseas	11.00 A.M.
Manila	Yen Overseas	11.00 A.M.
Manila	Emp. of Russia	3.30 P.M.
Swatow, Amoy and Foochow	Haining	Friday, 27th, Noon
Wei Hai Wei	Amoyang	2.30 P.M.
Seigon, Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 29th April—Ship sails at 4 p.m. on Sunday, the 29th March	Compiegne	Registration 4.15 P.M. Letters 5.00 P.M.
Swatow, Amoy & Formosa	Haining	Sunday, 29th, 9.00 A.M.
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 14th April	Chongchun	Registration 8.45 A.M. Letters 9.30 A.M.
Swatow, Amoy and Foochow	Haining	Noon
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 1st May	Manila	APRIL Parcels, 3rd, 5.00 P.M. Registration 9.45 A.M. Letters 10.30 A.M.

*Correspondence bearing vessel's name only.



LONDON SERVICE.

"ANTHONY" 30th Mar. London, Rotterdam & Hamburg.
"ANTHONY" 7th Apr. Marseilles, London, Rotterdam & Glasgow.
"ANTHONY" 13th Apr. London, Rotterdam & Hamburg.
"ANTHONY" 20th Apr. Marseilles, London, Rotterdam & Hamburg.

LIVERPOOL SERVICE.

"ANTHONY" 2nd Apr. Marseilles, Liverpool & Glasgow.
"ANTHONY" 28th Apr. Genoa, Marseilles, Liverpool & Glasgow.
"ANTHONY" 1st May Marseilles, Havre, Liverpool & Glasgow.
"ANTHONY" 20th May Genoa, Marseilles, Liverpool & Glasgow.

PACIFIC SERVICE.

(via Kobe & Yokohama).
"ANTHONY" 24th Mar. Victoria, Seattle & Vancouver.
"ANTHONY" 22nd Apr. Victoria, Seattle & Vancouver.

NEW YORK SERVICE.

(via Suez & Panama).
"ANTHONY" 28th Mar. Boston, New York & Baltimore via Suez.
"ANTHONY" 19th Apr. Boston, New York & Baltimore via Suez.
"ANTHONY" 7th May Boston, New York & Baltimore via Suez.

PASSENGER SERVICE.

"ANTHONY" 31st Mar. Shanghai.
"ANTHONY" 7th Apr. Singapore, Marseilles & London.
"ANTHONY" 5th May Singapore, Marseilles & London.
"ANTHONY" 16th June Singapore, Marseilles & London.

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For freight and passage rates and information apply to:
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COMMERCIAL.

OPENING QUOTATIONS.

March 23rd, 1925.

ON LONDON.—	
Telegraphic Transfer	100
Bank Bills, on demand	100 1/16
Bank Bills, at 30 days' sight	100
Bank Bills, at 4 months' sight	100 1/4
Credit, at 4 months' sight	100 1/4
Documentary Bills, 4 months' sight	100 1/4
ON PARIS.—	
Bank Bills, on demand	100 1/16
Credit, 4 months' sight	100 1/16
ON NEW YORK.—	
Bank Bills, on demand	54
Credit, at 30 days' sight	55 1/2
ON HONGKONG.—	
Telegraphic Transfer	150 1/2
Bank Bills, on demand	150 1/2
ON CALCUTTA.—	
Telegraphic Transfer	180 1/2
Bank Bills, on demand	180 1/2
ON SHANGHAI.—	
Bank Bills, at sight	100
Private, 30 days' sight	100
ON YOKOHAMA.—	nom.
On demand	nom.
ON MANILA.—	108
On demand	108
ON SINGAPORE.—	96 1/2
On demand	96 1/2
ON BATAVIA.—	153 1/2
On demand	153 1/2
ON BATHURGE.—	nom.
On demand	nom.
ON BANGKOK.—	82 1/2
On demand	82 1/2
EVERYBODY, Bank's Buying rate	8.64
GOLD LEAF, 100 fine, per tael	48
BAR SILVER, per oz.	31 1/2